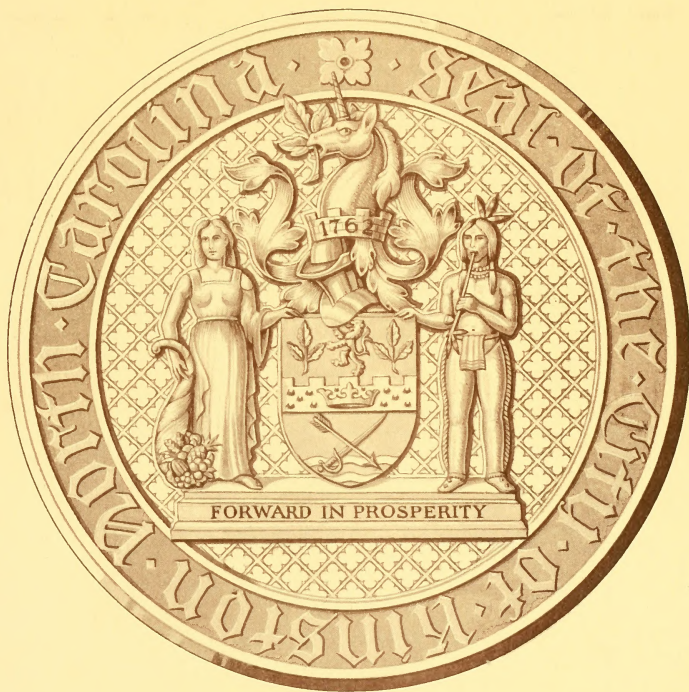


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COMMUNITY FACILITIES PLAN



KINSTON , NORTH CAROLINA
D C P 1962

COVER

THE SEAL ON THE COVER IS THE SEAL OF THE CITY OF KINSTON WHICH WILL BE OFFICIALLY ADOPTED BY THE CITY DURING 1962 AS PART OF THE CELEBRATION OF THE 200TH BIRTHDAY OF THE CITY.

WITHIN THE CIRCLE OF THE SEAL IS THE ARMORIAL BEARINGS OR ARMS OF KINSTON, SOMETIMES CALLED COAT OF ARMS. ARMORIAL BEARINGS OR ARMS MAY BE DEFINED AS A PICTURE USING SYMBOLICAL AND PICTORIAL LANGUAGE IN WHICH FIGURES, DEVICES AND COLORS ARE EMPLOYED INSTEAD OF LETTERS TO CONVEY A MESSAGE THROUGH DIRECT CONNECTION WITH SOME PARTICULAR INDIVIDUAL, PLACE OR HISTORICAL EVENT. THESE ARMS BECOME THE TRUE, LEGAL POSSESSION OF THE INDIVIDUAL OR PLACE TO WHICH IT WAS ISSUED.

FOR THE FIRST TIME IN ITS FIVE HUNDRED YEARS OF EXISTENCE, THE COLLEGE OF ARMS IN LONDON, ENGLAND, OR THE COLLEGE OF HERALDRY AS IT IS SOMETIMES CALLED, HAS DEVISED FOR AND ISSUED TO A TOWN IN THE UNITED STATE OF AMERICA SUCH ARMORIAL BEARINGS OR ARMS AS MAY BE SUITABLE TO BE BORNE BY THEM. THAT TOWN WAS KINSTON, NORTH CAROLINA.

THE ARMORIAL BEARINGS OR ARMS HAS AS ITS CENTER THE TRADITIONAL SHIELD WHICH IS DIVIDED HORIZONTALLY INTO THREE PARTS, ITS CENTER BEING AN EMBATTLED ERMINE FESSE OR BAND WITH A WHITE BACKGROUND. IN THE CENTER OF THIS WHITE BAND IS AN ANCIENT THREE POINTED GOLD CROWN. THE ERMINE AND THE CROWN ALLUDE TO KINSTON'S ORIGINAL NAME OF KINGSTON. THE EMBATTLEMENT OF THIS FESSE SHOWS THE CIVIC AND RESIDENTIAL CHARACTER OF THE CITY. IN THE UPPER BAND OF THE SHIELD, ON A RED BACKGROUND, IS CENTERED A GOLD LION RAMPART, SIGNIFYING COURAGE AND FORTITUDE, BETWEEN TWO SPRIGS OF GOLDEN TOBACCO, WHICH REFER TO KINSTON'S PRINCIPAL INDUSTRY. IN THE LOWER THIRD, ON A GOLD BACKGROUND, IS A SWORD AND AN ARROW IN RED, AND WHICH ARE IN SALTIRE OR CROSSED, REMINISCENT OF THE TUSCARORA WAR. THE BLUE AND WHITE "WAVY BARRY" AT THE BASE POINT SYMBOLIZES THE RIVER NEUSE UPON WHICH THE TOWN IS SITUATED.

ON THE TRADITIONAL HELMET AND BLACK AND GOLD MANTLING IS THE CREST, CONSISTING OF GOVERNOR DOBB'S BLACK UNICORN'S HEAD (THERE WERE THREE OF THESE BLACK UNICORNS IN THE ROYAL GOVERNOR'S ARMS) HOLDING A GOLDEN SPRIG OF TOBACCO IN ITS MOUTH. THIS BLACK UNICORN ISSUES FROM A MURAL CROWN SYMBOLIC OF TOWNSHIP AND CIVIC ESTATE AND IS CHARGED WITH THE IMPORTANT DATE, 1762, IN GOLD. THE DATE, 1762, IS THE YEAR THAT THE ORIGINAL TOWN OF KINGSTON WAS ESTABLISHED BY AN ACT OF THE COLONIAL ASSEMBLY AND SIGNED BY THE ROYAL GOVERNOR, ARTHUR DOBBS. THE TOWN WAS NAMED IN HONOR OF KING GEORGE III. SUPPORTING THIS MURAL CROWN AND RESTING ON TOP OF THE SHIELD IS A BLACK HELM OR HELMET IN PROFILE WITH VISOR CLOSED SIGNIFYING THAT THE CIVIC ESTATE IS OF ESQUIRES OR GENTLEMEN.

ON EITHER SIDE OF THE SHIELD ARE THE TRADITIONAL SUPPORTERS. ON THE DEXTER, OR RIGHT, IS A FEMALE FIGURE PROPERLY DRESSED IN A SILVER GOWN WITH A BLUE CAPE HOLDING A CORNUCOPIA, REPRESENTING PROSPERITY. THIS FIGURE ALSO APPEARS ON THE SEAL OF THE STATE OF NORTH CAROLINA. ON THE SINISTER, OR LEFT, IS AN AMERICAN INDIAN, PROPERLY HABITED, A BRAVE OF THE NEUSE TRIBE SMOKING A "PIPE OF PEACE," EXPRESSIVE OF THE RELATIONSHIP BETWEEN THE ENGLISH SETTLERS AND THE LOCAL INDIAN TRIBE.

ON THE BASE IS THE MOTTO "FORWARD IN PROSPERITY" WHICH IS HOPEFULLY EXPRESSES THE FUTURE.

THIS DESCRIPTION WAS FURNISHED BY
COL. MERIWETHER LEWIS, CHAIRMAN,
200TH BIRTHDAY COMMITTEE

COMMUNITY FACILITIES PLAN

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KINSTON , NORTH CAROLINA

D C P

1962

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IN THE COURSE OF THE PREPARATION OF THIS REPORT, MANY PERSONS CONTRIBUTED VALUABLE TIME, INFORMATION AND THOUGHTS. SPECIAL AMONG THESE ARE THE FOLLOWING INDIVIDUALS, THEIR STAFFS, COMMISSIONS AND BOARDS:

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MARION LOFTIN, CITY CLERK

JOE HAILEY, FIRE CHIEF

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BY THE

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DEPARTMENT OF CONSERVATION AND DEVELOPMENT

DIVISION OF COMMUNITY PLANNING

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PREFACE

THIS REPORT PRESENTS A SURVEY OF EXISTING CONDITIONS AND A PLAN FOR THE FUTURE OF COMMUNITY FACILITIES FOR THE KINSTON PLANNING AREA. IT IS ANOTHER ELEMENT OF THE CONTINUOUS PROGRAM OF COMMUNITY IMPROVEMENT DIRECTED AT THE ORDERLY DEVELOPMENT OF THE CITY THROUGH SOUND PLANNING.

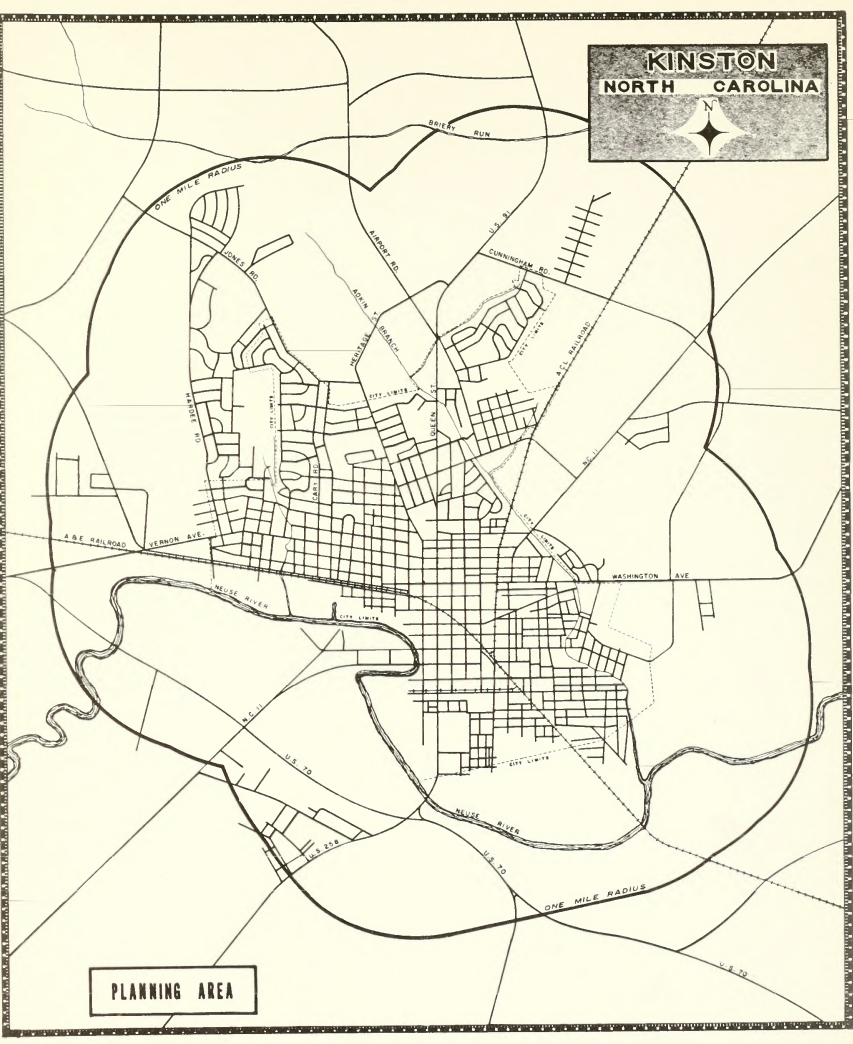
TO DATE, SEVERAL PLANNING REPORTS AND STUDIES HAVE BEEN PREPARED FOR KINSTON. THESE REPORTS HAVE DEALT WITH THE POPULATION AND ECONOMY, LAND USE, AND RESIDENTIAL NEIGHBORHOOD CONDITIONS. ALTHOUGH ASSISTED BY A VARIETY OF INDIVIDUALS AND ORGANIZATIONS BOTH WITHIN AND OUTSIDE THE MUNICIPAL GOVERNMENT, MUCH OF THIS WORK HAS BEEN DONE BY THE DIVISION OF COMMUNITY PLANNING. THE NATURE OF THIS REPORT, HOWEVER, REPRESENTS A COMPOSITE OF THE THOUGHTS OF THOSE WITH MAJOR RESPONSIBILITIES IN PROVIDING THE CITY SERVICES AND REFLECTS HOW WIDESPREAD THE PLANNING FUNCTION HAS BECOME IN ALL PHASES OF CITY ACTIVITIES.

A PREREQUISITE FOR A PLAN OF COMMUNITY FACILITIES IS A REVIEW OF THE TOTAL RANGE OF THESE SERVICES. WITH A KNOWLEDGE OF THE EXISTING SITUATION AND A FAMILIARITY WITH LOCAL TRENDS, IT IS POSSIBLE TO REACH DECISIONS CONCERNING THE KIND AND LEVEL OF GOVERNMENTAL SERVICES NECESSARY. SUCH DECISIONS MAY DETERMINE THE CONTINUATION, EXTENSION, OR ELIMINATION OF A GIVEN SERVICE OR THE INSTALLATION OF A NEW SERVICE TO MEET A NEW DEMAND. ALSO, NEW ECONOMIES MIGHT BE REALIZED WITH THE UNCOVERING OF UNDESIRABLE OVERLAPS AND DUPLICATIONS. IN SUM, CITY OFFICIALS RESPONSIBLE FOR THE TOTAL OPERATION OF THE MUNICIPAL CORPORATION WILL FIND HEREIN A VALUABLE ARRAY OF INFORMATION FOR THE FORMULATION OF CONTINUING POLICIES AND PROGRAMS OF SERVICE TO THE URBAN COMMUNITY.



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KINSTON
NORTH CAROLINA



PLANNING AREA

INTRODUCTION

INTRODUCTION

INTRODUCTION ¹

EVER SINCE MAN BANDED TOGETHER INTO URBAN COMMUNITIES, THE NECESSITY AND POSSIBILITY OF HAVING CERTAIN COMMON FACILITIES HAS BEEN RECOGNIZED. QUITE OFTEN SUCH FACILITIES WERE DIRECTED AT PROVIDING FOR THE COMMUNITY HEALTH, SAFETY, WELFARE AND CONVENIENCE.

MAN WAS A GREGARIOUS BEING AND SOUGHT THE COMPANIONSHIP OF HIS FELLOWMEN IN ORGANIZING COMMON FACILITIES AND ACTIVITIES. THE COMMUNITY BECAME THE APPROPRIATE PLACE FOR THE ALTAR TO MAN'S DEITY. IT PROVIDED A PLACE FOR WORSHIP, PUBLIC ASSEMBLY AND A CENTER FOR TRADE.

THE CLUSTERING OF PEOPLE INTO HUMAN SETTLEMENTS BROUGHT SOMETHING NEW INTO THE LIVES OF PRIMITIVE MAN. IT INTRODUCED THE NECESSITY OF MUTUAL CO-OPERATION AND RESPONSIBILITY. MAN DID NOT ADJUST HIMSELF WITH UTMOST GRACE TO THE RESPONSIBILITY IMPOSED UPON HIM AS A MEMBER OF AN URBAN SOCIETY. ACTS OF CRIME AND PERSONAL CONFLICT FLARED AND THE MOST POWERFUL ASSUMED THE ROLE OF LEADERSHIP, POLICING THE VILLAGE WITH THE AID OF WOODEN CLUBS. RIVALRY SPREAD BETWEEN VILLAGES, ARMED CONFLICT ENSUED, AND THE FORTIFIED WALL EMERGED AS A COMMUNITY FACILITY.

THE SPREAD OF INFECTIOUS DISEASE AROUSED RULERS TO IMPROVE THE URBAN ENVIRONMENT. PRIMITIVE THOUGH THEY WERE, EVIDENCE OF FACILITIES TO PROVIDE WATER DISTRIBUTION AND DRAINAGE HAVE BEEN FOUND IN THE ANCIENT CITIES OF CRETE AND THE INDUS VALLEY, CITIES OF THE THIRD MILLENNIUM B. C. IT WAS NOT UNTIL THE CHOLERA PLAGUE OF THE MIDDLE AGES SEVERELY REDUCED THE POPULATION OF EUROPE THAT CAPABLE SANITARY SEWER CONNECTIONS AND WATER DISTRIBUTION WERE PROVIDED AS A PUBLIC FACILITY.

MEASURES FOR THE PUBLIC HEALTH, SAFETY, WELFARE AND CONVENIENCE WERE EXTENDED AND NEW METHODS WERE INTRODUCED AS MAN BECAME MORE TECHNICALLY ADVANCED.

1. THE HISTORICAL DEVELOPMENT OF COMMUNITY FACILITIES DISCUSSED IN THIS SECTION IS LARGELY DRAWN FROM THE URBAN PATTERN BY ARTHUR B. GALLION AND SIMON EISNER, (D. VAN NOSTRAND COMPANY - PRINCETON), 1950, CHAPTERS 1 AND 5.

THE FIRST SYSTEM OF WATER SUPPLY BY GRAVITY FLOW IN THE UNITED STATES WAS INSTALLED IN BOSTON IN 1652. BY 1820, PUMPS TO FORCE THE LIQUID UPHILL WERE IN GENERAL USE AND METHODS TO TREAT AND DISPOSE OF SEWAGE WERE BEING IMPROVED. THE EFFECTIVENESS OF NATURAL STORM DRAINAGE SYSTEMS WAS REDUCED BY HEAVY BUILDING COVERAGE, AND ARTIFICIAL SYSTEMS HAD TO BE INSTALLED IN THEIR PLACE. HOWEVER, REGARDLESS OF THE ADVANCEMENTS IN URBAN HYGIENE, THE CONGESTION OF PEOPLE AND THE INTENSITY OF LAND USE SOMETIMES NULLIFIED THE EFFECT.

PUBLIC THOROUGHFARES IN THE MIDDLE AGES WERE DARK AND FOREBODING PLACES. AN OCCASIONAL OIL LAMP HANGING FROM A CORNER BUILDING CAST THE ONLY LIGHT AND ONLY THE BOLD OR THOSE WHO BELONGED DARED VENTURE. ARTIFICIAL GAS LIGHTING APPEARED IN LONDON IN 1812; AND BY 1840, IT WAS IN GENERAL USE FOR STREET LIGHTING. IN 1882, THE FIRST CENTRAL GENERATING PLANT FOR DISTRIBUTION OF ELECTRICITY WAS PLACED IN OPERATION IN LONDON.

SOMETIMES THE PUBLIC FACILITIES CALLED INTO BEING BECAUSE OF THE NEEDS AND DESIRES OF URBAN MAN LOSE THEIR UTILITY AND PASS FROM THE SCENE. SUCH HAS BEEN THE CASE OF THE FORTIFIED WALL. ALTHOUGH SOME EXIST TODAY, THEIR FUNCTION IS LOST AND THEY REMAIN ONLY AS A SYMBOL OF A PAST NEED.

SUCH COMMUNITY FACILITIES AND SERVICES AS ARE PROVIDED TODAY DIFFER WIDELY IN KIND AND EXTENT FROM COMMUNITY TO COMMUNITY. THERE IS ALSO WIDE VARIATION IN METHODS AND IN TYPES OF ORGANIZATIONS CHOSEN TO SUPPLY THEM. TODAY, THE CITY OF KINSTON PROVIDES REFUSE COLLECTION AS A PUBLIC SERVICE; WHEREAS, IN SOME COMMUNITIES, PRIVATE ENTERPRISE PERFORMS THIS FUNCTION. THE SAME IS TRUE OF CEMETERY FACILITIES. TRAFFIC CONGESTION AND POPULATION DENSITY IN MANY CITIES HAVE PROMPTED A NEED FOR PUBLIC TRANSPORTATION TO FERRY PEOPLE FROM HOME TO WORK OR DOWNTOWN AND BACK. IN SOME COMMUNITIES, THE LOCAL GOVERNMENT PROVIDES THIS SERVICE, WHILE IN OTHERS, PRIVATE SOURCES HAVE MET THIS NEED. IN STILL OTHER COMMUNITIES, THE NEED FOR PUBLIC TRANSPORTATION HAS NOT YET ARISEN.

FROM THESE EXAMPLES, IT MAY BE SEEN THAT THE SERVICES RENDERED BY LOCAL GOVERNMENT CHANGE FROM TIME TO TIME AND PLACE TO PLACE AND NO FIRMLY ESTABLISHED GROUP CAN BE SET. IT APPEARS THAT LOCAL GOVERNMENT WILL PERFORM ANY AND ALL SERVICES DEMANDED OF IT BY THE PUBLIC WHENEVER THE PUBLIC IS UNABLE OR UNWILLING TO OBTAIN THESE SERVICES FROM ANY OTHER SOURCE. USUALLY, THE SERVICES PERFORMED BY LOCAL GOVERNMENT ARE THOSE USED BY ALL OR NEARLY ALL OF THE INHABITANTS AND THOSE WHICH CAN BE RENDERED MUCH MORE ECONOMICALLY BY THE MUNICIPAL GOVERNMENT THAN BY ANY OTHER TYPE OF ORGANIZATION. IN THIS STUDY, COMMUNITY FACILITIES SHALL BE INTERPRETED TO INCLUDE THOSE FUNCTIONS, SERVICES AND CONVENIENCES SUPPORTED BY PUBLIC MONEY WHICH REQUIRE EXTENSIVE CAPITAL OUTLAY AND A SIGNIFICANT ORGANIZATION FOR THEIR PROPER ADMINISTRATION.

THE COMMUNITY FACILITIES PROVIDED BY THE CITY OF KINSTON CAN BE DIVIDED INTO THREE MAJOR DIVISIONS. THE FIRST OF THESE IS THE PROTECTION SERVICES WHICH PROVIDE FOR THE PUBLIC SAFETY AND CONVENIENCE THROUGH POLICE AND FIRE PROTECTION. THE SECOND GROUP CONSISTS OF AN IMPORTANT ARRAY OF PUBLIC UTILITIES INCLUDING SEWER AND WATER SERVICE, REFUSE COLLECTION, ELECTRIC POWER AND LIGHTS, AND STREETS AND PUBLIC WAYS. THE THIRD DIVISION, CALLED CULTURAL, RECREATIONAL AND WELFARE SERVICES, PROVIDES EDUCATION FACILITIES, PARKS AND PLAYGROUNDS AND CEMETERY FACILITIES.

ALSO DISCUSSED IN THIS REPORT ARE THE ADMINISTRATIVE FACILITIES WHICH SERVE AS THE HEADQUARTERS OF THE CITY GOVERNMENT AND AS OFFICES OF COMMUNITY FACILITIES ADMINISTRATORS.

GROWTH CONSIDERATIONS

GROWTH CONSIDERATIONS

TO BE OF SOUND CONCEPTION, A COMMUNITY FACILITIES PLAN MUST BE BASED UPON CAREFUL ESTIMATES OF FUTURE DEVELOPMENT PATTERNS IN THE AREA UNDER CONSIDERATION. THE FIRST SECTION OF THIS REPORT WILL BRIEFLY EXAMINE THE PROBABLE NATURE AND EXTENT OF FUTURE DEVELOPMENT IN THE KINSTON PLANNING AREA. BY AND LARGE, THIS INFORMATION DUPLICATES MATERIAL DEVELOPED IN PREVIOUS REPORTS IN THIS SERIES BUT IS NECESSARY HERE TO SERVE AS BACKGROUND FOR THE ANALYSIS OF THE VARIOUS COMMUNITY FACILITIES IN SUCCEEDING SECTIONS.

KINSTON WITH A PRESENT PLANNING AREA POPULATION OF 27,560 HAS EXPERIENCED APPRECIABLE GROWTH IN THE PAST DECADE. FUTURE GROWTH IS EXPECTED TO CONTINUE AT A RATE WHICH WILL INCREASE THE PLANNING AREA POPULATION TO LEVELS OF ABOUT 33,810 IN 1970 AND 40,350 IN 1980.

EARLIER IN THE PLANNING PROGRAM, A LAND DEVELOPMENT PLAN FOR THE PHYSICAL DEVELOPMENT OF THE PLANNING AREA WAS FORMULATED ON THE BASIS OF THE 1980 POPULATION FORECAST. THE FORMULATION OF THIS PLAN CONSIDERED EXISTING LAND CONDITIONS, FUTURE LAND USE ACREAGE REQUIREMENTS AND APPROPRIATE LAND PLANNING STANDARDS AND PRINCIPLES. IN PROJECTING THE LOCATION AND EXTENT OF FUTURE GROWTH AREAS FOR RESIDENTIAL, COMMERCIAL, INDUSTRIAL AND OTHER USES, THE LAND DEVELOPMENT PLAN PROVIDES A BASIC GUIDE FOR THE MORE DETAILED PLANNING OF SPECIFIC COMMUNITY FACILITIES.

PROJECTIONS AND PROGNOSTICATIONS MADE IN THE LAND DEVELOPMENT PLAN STATE THAT BY 1980 APPROXIMATELY 2,275 ACRES OF LAND WILL BE NEEDED TO ALLOW FOR KINSTON'S EXPANSION. IN DESIGNING THE LAND USE PLAN, THIS REQUIREMENT FOR SPACE WAS ALLOCATED TO THESE CATEGORIES OF LAND USE:

	<u>PRESENT ACREAGE</u>	<u>ADDITIONAL ACREAGE NEEDED</u>
RESIDENTIAL	1,252	651
COMMERCIAL	121	65
INDUSTRIAL	106	75
PARKS AND PLAYGROUNDS	47	141
TRANSPORTATION	669	328
VACANT AND DRAINAGE	984	910
OTHER	<u>78</u>	<u>105</u>
	3,257	2,275

UNDOUBTEDLY, SOME OF THE FUTURE DEVELOPMENT OF THE KINSTON URBAN AREA WILL BE IN THE FORM OF A MORE INTENSE USE OF THE LAND WITHIN THE PRESENT URBAN BOUNDARY. HOWEVER, MUCH OF THE ANTICIPATED GROWTH WILL BE NEW AREAS OF DEVELOPMENT ON LAND CONTIGUOUS TO THE PRESENT BUILT-UP AREA.

PATTERNS AND TRENDS

THE FUTURE DEVELOPMENT OF THE KINSTON URBAN AREA WILL BE GREATLY INFLUENCED BY THE PRESENCE OF THE NEUSE RIVER ON THE SOUTH AND THE CASWELL TRAINING SCHOOL PLANT ON THE WEST. THE PRESENCE OF THESE TWO BARRIERS WILL ACT TO TURN NEW GROWTH TO THE NORTH AND EAST.

RESIDENTIAL. THE TREND IN THE KINSTON URBAN AREA, AS ELSEWHERE, IS TO THE SINGLE FAMILY DETACHED DWELLING LOCATED ON A LARGE LOT IN A SUBURBAN SURROUNDING. THIS TREND IS EXPECTED TO CONTINUE THROUGHOUT THE PLANNING PERIOD.

THE MAJOR RESIDENTIAL GROWTH AREAS DURING THE NEXT TWENTY YEARS ARE EXPECTED TO BE THE NORTH AND EAST. NOMINAL GROWTH IS EXPECTED IN THE SOUTH; AND IN THE WEST, A "FILLING IN" IS EXPECTED FOR THE LAND BETWEEN THE PRESENT BUILT-UP AREA AND THE CASWELL TRAINING SCHOOL PROPERTY.

THE MOST SIGNIFICANT OF THE MAJOR GROWTH AREAS IS EXPECTED TO BE NORTHWEST OF THE CITY. THIS AREA PRESENTS PRIME RESIDENTIAL LAND AND IS IN THE PATH OF THE MOST RECENT DEVELOPMENT. SIGNIFICANT RESIDENTIAL GROWTH IS ALSO EXPECTED EAST OF ADKIN BRANCH, NORTH OF EAST WASHINGTON AVENUE. THE EXTENSION OF KING STREET INTO THIS AREA IS EXPECTED TO ACT AS A STIMULUS TO DEVELOPMENT.

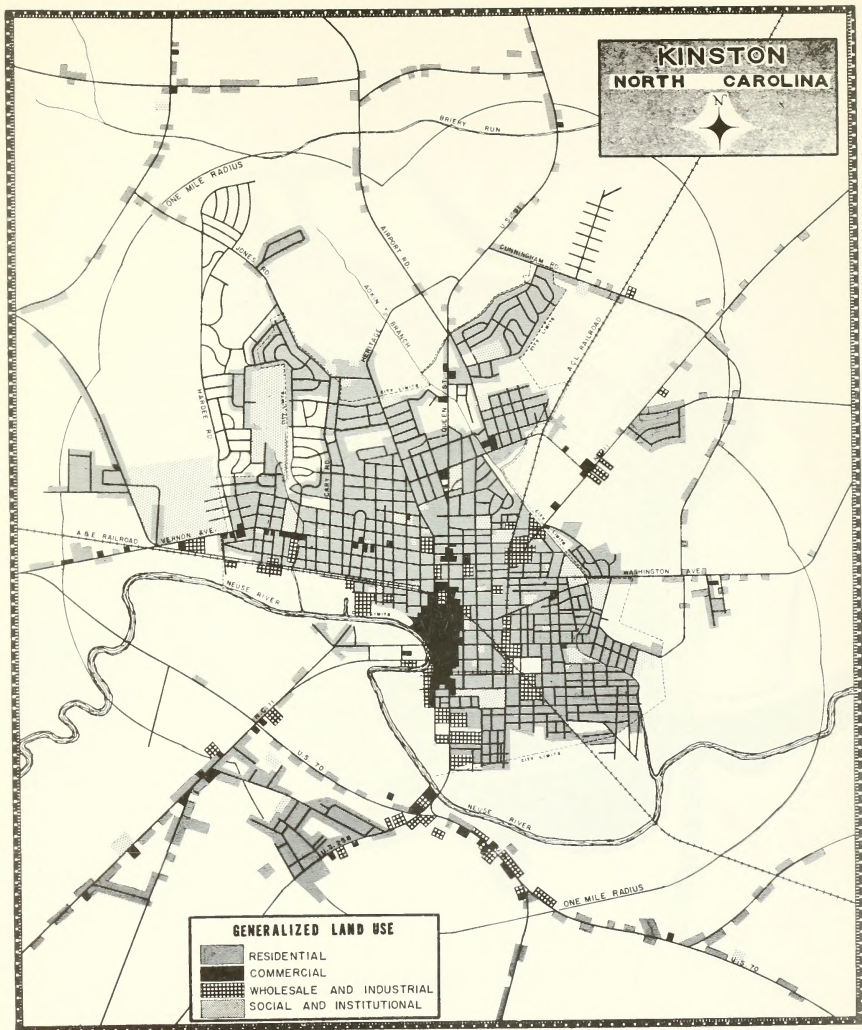
COMMERCIAL. COMMERCIAL GROWTH IN THE KINSTON AREA IS EXPECTED TO BE OF THREE TYPES. THE CENTRAL BUSINESS DISTRICT WILL SEE SOME EXPANSION, PRIMARILY WITHIN ITS PRESENT BOUNDS, THROUGH THE BETTER UTILIZATION OF LAND ALREADY IN USE. THIS EXPANSION WILL BE GENERATED BY THE NORMAL POPULATION INCREASE AND THE DESIRE OF DOWNTOWN MERCHANTS TO IMPROVE THE APPEARANCE AND EFFECTIVENESS OF THE CBD.

KINSTON NORTH CAROLINA

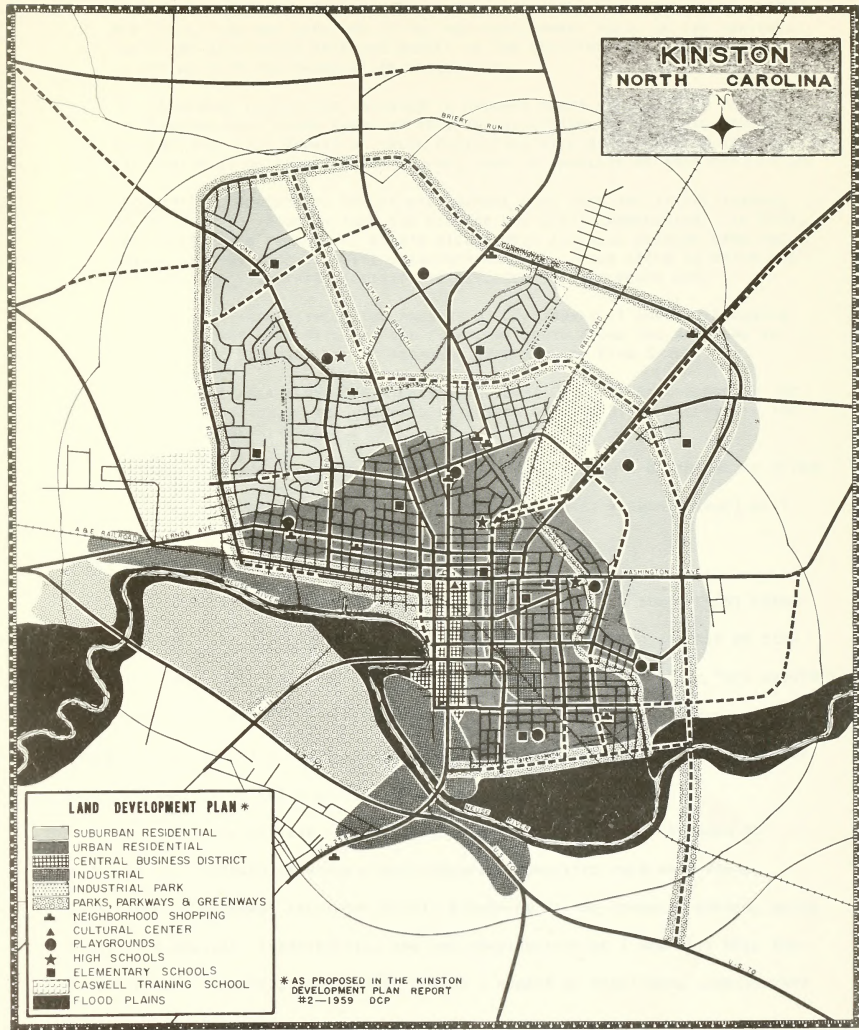


GENERALIZED LAND USE

- RESIDENTIAL
- COMMERCIAL
- WHOLESALE AND INDUSTRIAL
- SOCIAL AND INSTITUTIONAL



KINSTON NORTH CAROLINA



LAND DEVELOPMENT PLAN *

- SUBURBAN RESIDENTIAL
- URBAN RESIDENTIAL
- CENTRAL BUSINESS DISTRICT
- INDUSTRIAL
- INDUSTRIAL PARK
- PARKS, PARKWAYS & GREENWAYS
- NEIGHBORHOOD SHOPPING
- CULTURAL CENTER
- PLAYGROUNDS
- HIGH SCHOOLS
- ELEMENTARY SCHOOLS
- CASWELL TRAINING SCHOOL
- FLOOD PLAINS

* AS PROPOSED IN THE KINSTON
DEVELOPMENT PLAN REPORT
#2-1959 DCP

FACILITIES FOR NEIGHBORHOOD SHOPPING ARE EXPECTED TO EXPAND BY 1980. NEW FACILITIES ARE EXPECTED IN THE NEW DEVELOPMENT AREAS OF THE NORTHWEST, NORTH AND EAST WHILE EXISTING NUCLEI IN THE BUILT-UP AREA ARE EXPECTED TO EXPAND WITH THE INCREASE IN POPULATION.

SHOPPING FACILITIES ORIENTED TO HIGHWAY USERS ARE EXPECTED TO CONTINUE ALONG MOST MAJOR THOROUGHFARES UNLESS CONTROLLED BY RIGID ZONING REGULATIONS. THE GROWTH OF THESE FACILITIES WILL BEAR A MORE DIRECT RELATIONSHIP TO RATES OF HIGHWAY TRAVEL THAN TO INCREASE OF AREA POPULATION.

INDUSTRIAL. INDUSTRIAL GROWTH WILL DEPEND MORE UPON THE ATTRACTIVENESS OF THE CITY TO INDUSTRY THAN THE SIZE OF THE CITY'S POPULATION. IN FACT, THE ANTICIPATED POPULATION GROWTH WILL DEPEND IN LARGE MEASURE UPON THE NORMAL EXPANSION OF THE CITY'S INDUSTRIAL BASE. FOUR AREAS IN WHICH THE EXPANSION OF INDUSTRIAL ACTIVITY IS EXPECTED TO TAKE PLACE ARE:

1. THE AREA BETWEEN THE PRESENT N. C. HIGHWAY 11 AND THE ATLANTIC COAST LINE RAILROAD AND EXTENDING SOUTH ALONG THE RAILROAD TO THE LOCATION OF THE PROPOSED EXTENSION OF KING STREET.
2. THE AREA ALONG THE ATLANTIC AND EAST CAROLINA RAILROAD FROM THE LOCATION OF THE PROPOSED EXTENSION OF KING STREET, SOUTH TO THE NEUSE RIVER.
3. THE AREA ALONG U. S. HIGHWAY 70 BY-PASS, SOUTH OF THE NEUSE RIVER.
4. THE AREA SOUTH OF U. S. HIGHWAY 70-A (WEST VERNON AVENUE) WEST OF THE CITY LIMITS.

IMPLICATIONS FOR COMMUNITY FACILITIES

THE PROVISION OF COMMUNITY FACILITIES TO SERVE THE NEW DEVELOPMENT FORECASTED IN THE LAND DEVELOPMENT PLAN WILL REQUIRE A CONTINUING PROGRAM OF CONSIDERABLE MAGNITUDE. MANY OF THE AREAS FORECAST FOR GROWTH WILL BE "NEW GROWTH" AREAS WHICH NOW LACK FACILITIES TO PROVIDE A PROPER LEVEL OF SERVICES. IN OTHER AREAS, FACILITIES WHICH ARE NOW ADEQUATE WILL BE INADEQUATE TO SERVE THE MORE INTENSE USE OF THE AREA THAT IS ANTICIPATED.

TO COMPLICATE MATTERS, KINSTON IS CURRENTLY INVOLVED IN A PROGRAM TO CATCH UP ON A BACKLOG OF NEEDED IMPROVEMENTS ACCUMULATED OVER PAST YEARS. THESE INCLUDE A SEWAGE TREATMENT PLANT, EXPANSION OF THE SEWERAGE SYSTEM, MAJOR STREET AND DRAINAGE IMPROVEMENTS, AND THE CONSTRUCTION OF A NEW CITY HALL AND FIRE STATION. HOWEVER, THERE STILL REMAIN A NUMBER OF ADDITIONAL IMPROVEMENTS WHICH ARE BADLY NEEDED.

ADMINISTRATIVE FACILITIES

ADMINISTRATIVE FACILITIES

THE PROVISION OF ADEQUATE, WELL-DESIGNED ADMINISTRATIVE FACILITIES ARE OF UTMOST IMPORTANCE IN PROVIDING BETTER SERVICES TO THE COMMUNITY AND A MORE EFFICIENT OPERATION OF GOVERNMENT.

EXISTING FACILITIES

THE CITY HALL BUILDING ON WEST KING STREET PROVIDES ADMINISTRATIVE OFFICES FOR ALL BRANCHES OF THE GOVERNMENT EXCEPT PUBLIC WORKS. THIS BUILDING, CONSTRUCTED IN 1927 AND PURCHASED BY THE CITY FROM PRIVATE INTERESTS IN 1937, IS TOTALLY INADEQUATE AS THE CENTER OF GOVERNMENTAL OPERATIONS. THE INADEQUACIES OF SIZE, FUNCTIONAL DESIGN AND PHYSICAL SOUNDNESS ALL HAMPER THE OVERALL EFFICIENCY OF GOVERNMENT OPERATIONS AND CAUSE INCONVENIENCES TO THE GENERAL PUBLIC.

PROPOSALS

THE MODERN NEW CITY HALL NOW UNDER CONSTRUCTION ON EAST KING STREET WILL RESULT IN A MORE EFFICIENT GOVERNMENT OPERATION AND WILL BE INFINITELY MORE CONVENIENT FOR THE GENERAL PUBLIC.



•THE NEW CITY HALL UNDER CONSTRUCTION.

THE NEW BUILDING, EXPECTED TO BE COMPLETED IN SPRING, 1962, WILL PROVIDE SPACE FOR THE FOLLOWING OFFICES AND FUNCTIONS:

CITY MANAGER
PUBLIC WORKS
CITY CLERK
PUBLIC UTILITIES
CITY ATTORNEY
CENTRAL FIRE STATION
POLICE DEPARTMENT
FINANCE
PLANNING
MAYOR
CITY COUNCIL
RECORDER'S COURT

IT IS EXPECTED THAT THE 30,000 SQUARE FEET OF FLOOR SPACE IN THE NEW CITY HALL WILL SERVE THE ADMINISTRATIVE NEEDS OF THE CITY FOR MANY YEARS AND THAT NO EXPANSION WILL BE NECESSARY DURING THE PLANNING PERIOD.

PROTECTION SERVICES

POLICE PROTECTION

THE PRESERVATION OF LAW AND ORDER AND THE PROTECTION OF LIFE AND PROPERTY IS A BASIC ELEMENT OF ANY SOCIAL ORGANIZATION. THIS IS PARTICULARLY TRUE OF THE MODERN COMMUNITY. THE RENDITION OF THIS SERVICE REQUIRES CONSTANT VIGILANCE IN THE MAINTENANCE OF A COMPLEX ORGANIZATION CAPABLE OF COPING WITH MOST ANY SITUATION THAT MAY ARISE AND, AT THE SAME TIME, THE EXERCISE OF THOSE MEASURES THAT WILL BE A STRONG DETERRENT TO ANY CRIMINAL OR UNLAWFUL ACT ON THE PART OF THE PUBLIC.

CONSIDERATIONS

IN PROJECTING THE FUTURE NEEDS OF POLICE SERVICE FOR THE PLANNING AREA, MAJOR CONSIDERATION IS GIVEN TO MAINTAINING AND IMPROVING THE PRESENT LEVEL OF SERVICE. THE PRESENT RATIO OF APPROXIMATELY 1.5 SWORN POLICEMEN PER 1,000 POPULATION PLACES KINSTON IN THE "LOW MEDIUM" RANGE OF THE STANDARD RECOMMENDED BY THE FEDERAL BUREAU OF INVESTIGATION FOR THE SIZE OF THE CITY AND ITS GEOGRAPHICAL LOCATION.

IN ORDER TO MAINTAIN AND IMPROVE UPON THE PRESENT LEVEL OF SERVICE IN THE LARGER AND MORE COMPLEX COMMUNITY OF 1980, IT IS BELIEVED THAT THE NUMBER OF POLICEMEN PER 1,000 POPULATION SHOULD INCREASE AT A GREATER RATE THAN THE POPULATION. THEREFORE, IN THE PLANNING PROPOSALS, A RECOMMENDATION OF 1.9 SWORN POLICEMEN PER 1,000 POPULATION IS PROPOSED.

EXISTING FACILITIES

THE KINSTON POLICE DEPARTMENT IS THE MAJOR LAW ENFORCEMENT AGENCY IN THE PLANNING AREA. ITS AUTHORITY EXTENDS TO THE LIMITS OF THE PLANNING AREA.

THE DEPARTMENT'S COMPLEMENT INCLUDES 38 SWORN POLICEMEN, TWO CLERKS WHO ARE JUSTICES OF THE PEACE AND TWO HUMANE OFFICERS. ALSO, TWO MILITARY POLICEMEN ARE ASSIGNED TO THE KINSTON AREA FOR FULL-TIME DUTY AND WORK CLOSELY WITH THE LOCAL DEPARTMENT. VEHICLES ASSIGNED FOR USE BY THE POLICE DEPARTMENT INCLUDE FIVE PATROL CARS, TWO MOTORCYCLES, AND A PARKING METER SERVICE VEHICLE.

FOR PATROL PURPOSES THE CITY IS DIVIDED INTO THREE SECTORS WITH THE PATROL ACTIVITY OF EACH SECTOR FOCUSED ON AREAS WITH INTENSE BUSINESS DEVELOPMENT, CONCENTRATIONS OF PEOPLE, AND HIGH RATES OF LAW VIOLATION. FROM THESE AREAS, PATROLMEN ARE ON CALL TO ANY PART OF THE SECTOR OR TO ANY PLACE IN THE PLANNING AREA IF NEEDED. OTHER DIVISIONS OF THE DEPARTMENT SUCH AS TRAFFIC DETAIL AND THE DETECTIVE SECTION HAVE SPECIAL ASSIGNMENTS THROUGHOUT THE PLANNING AREA.

AT PRESENT THE POLICE DEPARTMENT OPERATES OUT OF CRAMPED QUARTERS IN THE PRESENT CITY HALL ON WEST KING STREET BUT WILL MOVE TO MODERN QUARTERS IN THE NEW CITY HALL ON EAST KING STREET UPON ITS COMPLETION. THESE FACILITIES SHOULD BE FULLY ADEQUATE TO MEET THE REQUIREMENTS OF THE DEPARTMENT DURING THE PLANNING PERIOD.

PROPOSALS

BASED UPON THE DESIRE OF BOTH PRIVATE AND PUBLIC FACTIONS OF THE CITY TO MAINTAIN AND IMPROVE THE PRESENT LEVEL OF POLICE SERVICE AND BASED UPON THE PLANNING CONSIDERATION INVOLVED IN REALIZING THIS GOAL, THE FOLLOWING RECOMMENDATIONS ARE MADE:

1. THAT BY 1980 THE RATIO OF SWORN POLICEMEN TO POPULATION BE RAISED TO AT LEAST 1.9 POLICEMEN PER 1,000. THIS WOULD RESULT IN DOUBLING THE PRESENT FORCE TO A TOTAL OF 76 MEN BY 1980. APPROXIMATELY 17 OF THE TOTAL INCREASE OF 38 MEN SHOULD BE ADDED DURING THE FIRST HALF OF THE PLANNING PERIOD.
2. THAT ADDITIONAL CLERICAL STAFF BE OBTAINED TO HANDLE THE COMPLEXITIES OF OFFICE PROCEDURES RESULTING FROM THE EXPANDED POLICE DEPARTMENT.

FIRE PROTECTION

FEW OTHER COMMUNITY SERVICES, IF ANY, ENJOY THE WIDE-SPREAD APPEAL AND POPULAR ACCEPTANCE OF THE FIRE FIGHTING ORGANIZATION. THE VERY OBVIOUS AND DRAMATIC RELATIONSHIP TO THE PRESERVATION OF LIFE AND PROPERTY AND DRAMATIC APPEAL OF THE SERVICE PERFORMED CONTRIBUTE IN MARKED DEGREE TO THE ENTHUSIASM AND PRIDE WITH WHICH A COMMUNITY VIEWS ITS FIRE DEPARTMENT AND THE MEN WHO STAFF IT.

CONSIDERATIONS

IN PLANNING FIRE STATION LOCATIONS, SPECIAL CONSIDERATION IS GIVEN TO STANDARDS AS SET FORTH BY THE NATIONAL BOARD OF FIRE UNDERWRITERS.

STANDARDS FOR FIRE STATION LOCATIONS

<u>TYPE OF DISTRICT</u>	<u>RECOMMENDED MAXIMUM DISTANCE FROM FIRE STATION</u>
HIGH VALUE AND DENSE DEVELOPMENT	3/4 MILE
TYPICAL RESIDENTIAL DEVELOPMENT	1 1/2 MILES
SCATTERED RESIDENTIAL DEVELOPMENT	3 MILES

EXISTING FACILITIES

FIRE PROTECTION IN THE KINSTON PLANNING AREA IS FURNISHED BY THE KINSTON FIRE DEPARTMENT, WHICH SERVES THE CITY AND CASWELL TRAINING SCHOOL, AND THE LENOIR COUNTY FIRE DEPARTMENT WHICH SERVES THE COUNTY. THE KINSTON FIRE DEPARTMENT OPERATES OUT OF THREE STATIONS LOCATED AT THE CITY HALL, ON HERITAGE STREET AND ON TIFFANY STREET. THE COUNTY FIRE DEPARTMENT OPERATES TWO TRUCKS OUT OF THE TIFFANY STREET STATION.

SINCE 1956 THREE TRUCKS AND APPROXIMATELY 20 MEN HAVE BEEN ADDED TO THE FACILITIES AND COMPLEMENTS OF THE THREE STATIONS. THE CENTRAL STATION AT CITY HALL IS THE LARGEST WITH TWO TRUCKS AND 20 MEN, INCLUDING TWO RADIO OPERATORS. THE NUMBER TWO STATION ON TIFFANY STREET HAS A COMPLEMENT OF 14 MEN AND THREE TRUCKS. OF THIS COMPLEMENT, SIX MEN AND TWO TRUCKS ARE SUPPORTED BY THE COUNTY FOR THE PROTECTION OF PROPERTY IN THE COUNTY BUT RECEIVE TRAINING AND MISCELLANEOUS

SERVICES FROM THE CITY. FIRE STATION NUMBER THREE LOCATED ON HERITAGE STREET HAS TWO TRUCKS AND A COMPLEMENT OF EIGHT MEN.

THE LOCATIONS OF THE EXISTING FIRE STATIONS ARE CLOSELY RELATED TO THE LOCATION OF THE HIGHEST VALUE PROPERTIES (CENTRAL BUSINESS DISTRICT) AND THE SYSTEM OF RAILROADS THAT CROSS THE CITY. THE CENTRAL FIRE STATION AT CITY HALL IS LOCATED SO AS TO QUICKLY SERVE THE MAJOR PART OF THE CBD WITHOUT THE DANGER OF BEING STOPPED BY A TRAIN BLOCKING A STREET. ALSO, ALL PARTS OF THE CITY CAN BE REACHED FROM ONE OR THE OTHER OF THE FIRE STATIONS WITHOUT HAVING TO CROSS A RAILROAD.

IN REGARD TO THE BOARD OF FIRE UNDERWRITERS SUGGESTED STANDARDS FOR FIRE STATION LOCATIONS, THE CITY IS WELL PROTECTED EXCEPT FOR THE EXTREME WESTERN AND NORTHERN PARTS. A FIRE STATION CURRENTLY UNDER CONSTRUCTION AND PROPOSALS TO BE MADE IN THIS REPORT WILL BRING THE ABOVE MENTIONED AREAS OF THE CITY AS WELL AS AREAS SOON TO BE DEVELOPED UNDER THE RECOMMENDED LEVEL OF SERVICE.



◦CENTER BOULEVARD FIRE STATION. THIS NEW ADDITION TO THE FIRE PROTECTION SYSTEM WILL BE OCCUPIED IN THE NEAR FUTURE. THE FACILITY WAS DESIGNED TO HARMONIZE WITH THE ARCHITECTURE OF THE SURROUNDING RESIDENTIAL AREA.

ACCORDING TO RECOMMENDATIONS OF THE BOARD OF FIRE UNDERWRITERS, KINSTON'S FIRE DEPARTMENT SHOULD BE ABLE TO PUMP 3,300 GALLONS OF WATER PER MINUTE WITH THE LARGEST PIECE OF EQUIPMENT OUT OF ORDER. AT PRESENT WITH ALL EQUIPMENT OPERATING, THE DEPARTMENT CAN PRODUCE 3,000 GPM; HOWEVER, THIS DEFICIENCY WILL BE REMEDIED BY THE ADDITION OF A PREVIOUSLY ORDERED 1,000 GPM PUMPER TRUCK.

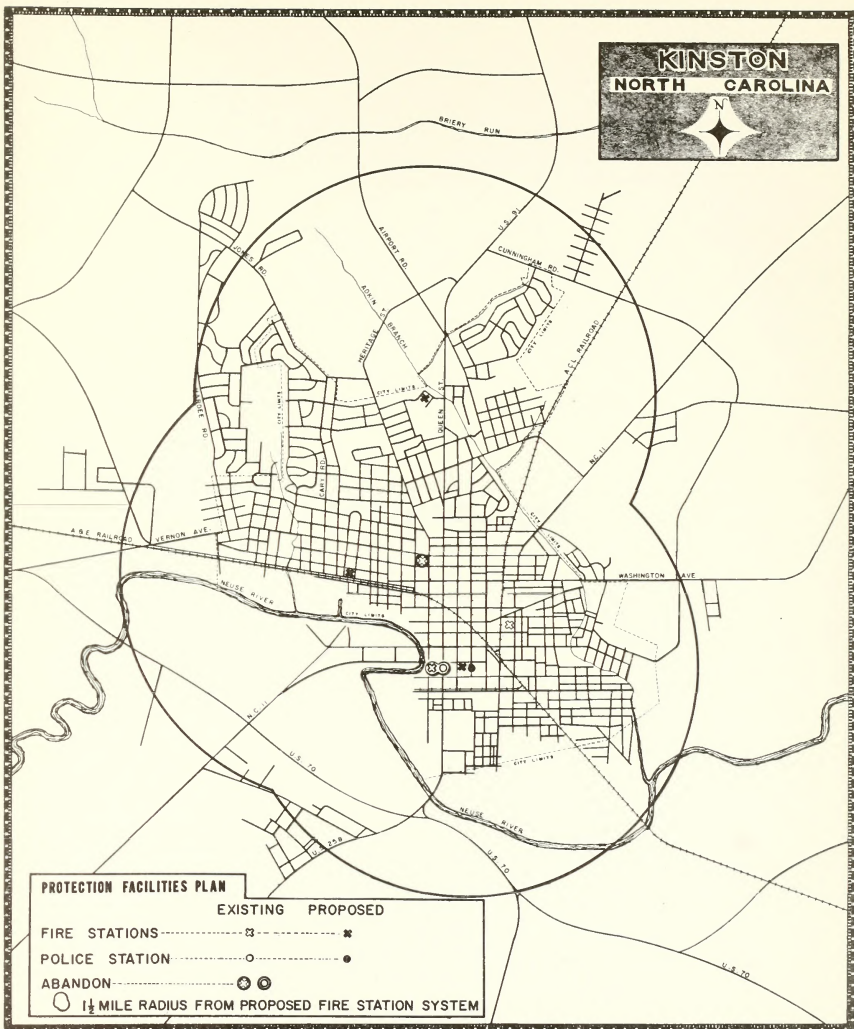
IT IS THE POLICY OF THE FIRE DEPARTMENT TO SEND TWO TRUCKS TO EVERY FIRE; ONE TRUCK EACH FROM TWO STATIONS. BECAUSE OF THIS THERE ARE NO PARTICULAR PROTECTION AREAS FOR INDIVIDUAL STATIONS, ALTHOUGH PROXIMITY TO ONE OR THE OTHER STATIONS WOULD IMPLY THIS. IN SENDING TWO TRUCKS FROM DIFFERENT STATIONS IT IS THE BELIEF OF THE DEPARTMENT THAT AT LEAST ONE WILL REACH THE FIRE. BEING DISPATCHED FROM DIFFERENT STATIONS PREVENTS BOTH FROM BEING DELAYED OR STOPPED IN A COMMON ACCIDENT.

PROPOSALS

BASED UPON RECOMMENDATIONS OF THE BOARD OF FIRE UNDERWRITERS AND A KNOWLEDGE OF THE GEOGRAPHY OF KINSTON, THE FOLLOWING PROPOSALS ARE MADE FOR FIRE STATION LOCATIONS.

1. CENTER BOULEVARD. THIS STATION IS ALREADY UNDER CONSTRUCTION AND WILL BE READY FOR USE EARLY IN 1962. ITS COMPLEMENT WILL BE EIGHT MEN AND ONE TRUCK.
2. CENTRAL STATION. THIS STATION WILL BE RELOCATED IN QUARTERS AT THE NEW CITY HALL. THIS FACILITY IS SLATED FOR CONSTRUCTION IN 1962.
3. WEST. THIS PROPOSAL CALLS FOR THE RELOCATION OF THE HERITAGE STREET STATION ON A SITE WEST OF THE PRESENT LOCATION. A PROBABLE SITE FOR THIS RELOCATION WOULD BE ON CITY-OWNED PROPERTY ACROSS FROM THE POWER PLANT ON ATLANTIC AVENUE.

KINSTON NORTH CAROLINA



PUBLIC UTILITY SERVICES

SANITARY SEWERAGE SYSTEM

THROUGH A SYSTEM OF DRAINS AND SEWERS, A SANITARY SEWERAGE SYSTEM COLLECTS CONTAMINATED, PUTRESCIBLE MATTER FROM THE PLUMBING SYSTEMS OF BUILDINGS AND CARRIES IT TO A SUITABLE PLACE OF DISPOSAL.

CONSIDERATIONS

MAJOR CONSIDERATIONS IN PLANNING FOR A SANITARY SEWERAGE SYSTEM ARE THAT THE SYSTEM BE DESIGNED FOR THE PRESENT AND ANTICIPATED CAPACITIES, BE LOCATED AS TO BE ACCESSIBLE TO CONNECTIONS FROM ALL PREMISES, AND BE SO LAID OUT AS TO PRODUCE EVENTUAL CONCENTRATION OF SEWAGE IN AN OUTFALL SEWER LEADING TO PROPERLY LOCATED TREATMENT WORKS.

EXISTING FACILITIES

THE KINSTON SANITARY SEWERAGE SYSTEM DRAINS AN AREA THAT CORRESPONDS LARGELY TO THE CITY LIMITS WITH THE ADDITION OF AN AREA IN THE NORTHWEST AND AN AREA IN THE NORTHEAST.



WORKMEN PREPARING TO LAY SANITARY SEWERS ON SOUTH QUEEN STREET.

THE CITY'S SEWERAGE SYSTEM INCLUDES SEVEN DRAINAGE AREAS, EACH OF WHICH HAS AN OUTFALL THAT EMPTIES SEWAGE INTO THE NEUSE RIVER. THERE IS NO TREATMENT OF SEWAGE. THESE SEVEN DRAINAGE AREAS AND THE DIAMETER OF THEIR OUTFALLS ARE:

No. 1	WAKE AVENUE	15"	DIAMETER
No. 2	CATFISH BRANCH	15"	DIAMETER
No. 3	POLLOCK STREET	24"	DIAMETER
No. 4	HERITAGE STREET	21"	DIAMETER
No. 5	DAVIS STREET	15"	DIAMETER
No. 6	SUNSHINE STREET	18"	DIAMETER
No. 7	ADKIN BRANCH	21"	DIAMETER

THE AVERAGE DAILY FLOW THROUGH THE SEVEN CITY-CONTROLLED OUTFALLS HAS BEEN RECENTLY MEASURED AT 2,058,000 GALLONS PER DAY. THE MAXIMUM RATE OF FLOW FOR THE SAME OUTFALLS WAS MEASURED AT 4,385,000 GALLONS PER DAY.² THERE IS CONSIDERABLE INFILTRATION AND LEAKAGE OF STORM WATER INTO THE SYSTEM AND ONE DRAINAGE AREA, NUMBER 3, CARRIES STORM WATER, NOT AS A RESULT OF LEAKAGE OR INFILTRATION, BUT FROM SURFACE DRAINAGE DESIGNED TO BE EMPTIED INTO THE SYSTEM.

RECENTLY, THE STREAM SANITATION COMMITTEE HAS REQUIRED THAT THE CITY MAKE ARRANGEMENTS TO CEASE DUMPING UNTREATED SEWAGE INTO THE NEUSE RIVER. POSSIBLE ARRANGEMENTS ARE NOW BEING STUDIED BY THE CITY.

WITHIN THE PLANNING AREA THERE ARE THREE OTHER OUTFALL SYSTEMS WHICH EMPTY UNTREATED SEWAGE INTO THE NEUSE RIVER. THESE ARE PRIVATE SYSTEMS WHICH SERVE A LARGE INSTITUTION AND AN INDUSTRIAL AREA WEST OF THE CITY. THE AVERAGE DAILY FLOW THROUGH THESE SYSTEMS IS 896,000 GALLONS PER DAY AND THE MAXIMUM FLOW IS 1,159,000 GALLONS PER DAY.³ ALTHOUGH THE AVERAGE DAILY FLOW OF SEWAGE FROM THE CITY SYSTEM IS OVER TWICE THAT OF THE PRIVATE SYSTEMS, THE AMOUNT OF POLLUTANT MATERIAL FLOWING FROM THE PRIVATE SYSTEMS, AS MEASURED BY ITS BIO-CHEMICAL OXYGEN DEMAND (B.O.D.), IS GREATER THAN THAT OF THE CITY'S SYSTEM. THE B.O.D. CONTRIBUTION FROM THE PRIVATE SYSTEMS MEASURED 3,798 POUNDS

2. WILLIAM C. OLSEN AND ASSOCIATES, ENGINEERING REPORT ON SEWERAGE IMPROVEMENTS FOR THE CITY OF KINSTON, (WILLIAM C. OLSEN AND ASSOCIATES - RALEIGH), 1960, EXHIBIT "C."

3. IBID., EXHIBIT "C."

AS COMPARED TO 3,597 POUNDS FROM THE CITY'S SYSTEM.⁴ THESE PARTIES HAVE ALSO BEEN REQUIRED TO MAKE ARRANGEMENTS TO CEASE DUMPING RAW SEWAGE INTO THE RIVER AND, AS THE CITY, ARE STUDYING WAYS AND MEANS TO COMPLY WITH THE COMMITTEE'S REQUEST.

THE PRESENT POLICY OF THE CITY IN REGARD TO EXTENSION OF THE SANITARY SEWERAGE SYSTEM IS OUTLINED BELOW.⁵ THE TERM "SANITARY SEWER" AS USED IN THE OUTLINE MEANS A SANITARY SEWER LAID WITH APPROVED PIPE WITH AN INSIDE DIAMETER OF NOT LESS THAN EIGHT INCHES.

I. WITHIN THE CORPORATE LIMITS.

- A. GENERAL. WHEN THE AREA TO BE SERVED IS WITHIN THE CORPORATE LIMITS, INSTALLATION OF SANITARY SEWER MAINS AND CONNECTIONS SHALL BE REQUIRED, IF THE EXISTING MAINS ARE ADEQUATE IN SIZE FOR SUCH EXTENSION.
- B. FINANCING. THE CITY WILL PARTICIPATE IN THE COST TO THE EXTENT OF ONE-THIRD OF THE TOTAL COST FOR MAINS AND CONNECTIONS TO THE CURB LINE AND WILL BEAR THE TOTAL COST OF OTHER FACILITIES REQUIRED FOR PUBLIC USE.

II. OUTSIDE BUT WITHIN ONE MILE OF THE CORPORATE LIMITS.

- A. CONSIDERATION. IF THE CITY'S EXISTING FACILITIES ARE ADEQUATE IN SIZE SO AS TO PERMIT ADDITIONAL SERVICE, THEN DUE CONSIDERATION WILL BE GIVEN A REQUEST.
- B. MINIMUM EXTENSION. IN GENERAL, MINIMUM DISTANCE FOR EXTENSION SHALL BE ONE PLATTED SUBDIVISION BLOCK.
- C. FUTURE DEVELOPMENTS. THE CITY MAY REQUIRE ANY FUTURE DEVELOPMENT TO BEAR A PORTION OF THE COST WHICH HAS BEEN PREVIOUSLY EXPENDED BY THE CITY AS A RESULT OF AN EARLIER DEVELOPMENT WHERE FACILITIES WERE INSTALLED IN SUCH EARLIER DEVELOPMENT IN A MANNER OR SIZE DEEMED BY THE CITY TO BE NECESSARY TO ACCOMMODATE FUTURE DEVELOPMENT.
- D. FINANCING. THE COST OF SEWERAGE SYSTEM EXTENSIONS OUTSIDE THE CORPORATE LIMITS ARE TO BE BORNE BY THE APPLICANTS EXCEPT AS PROVIDED IN "C" ABOVE.

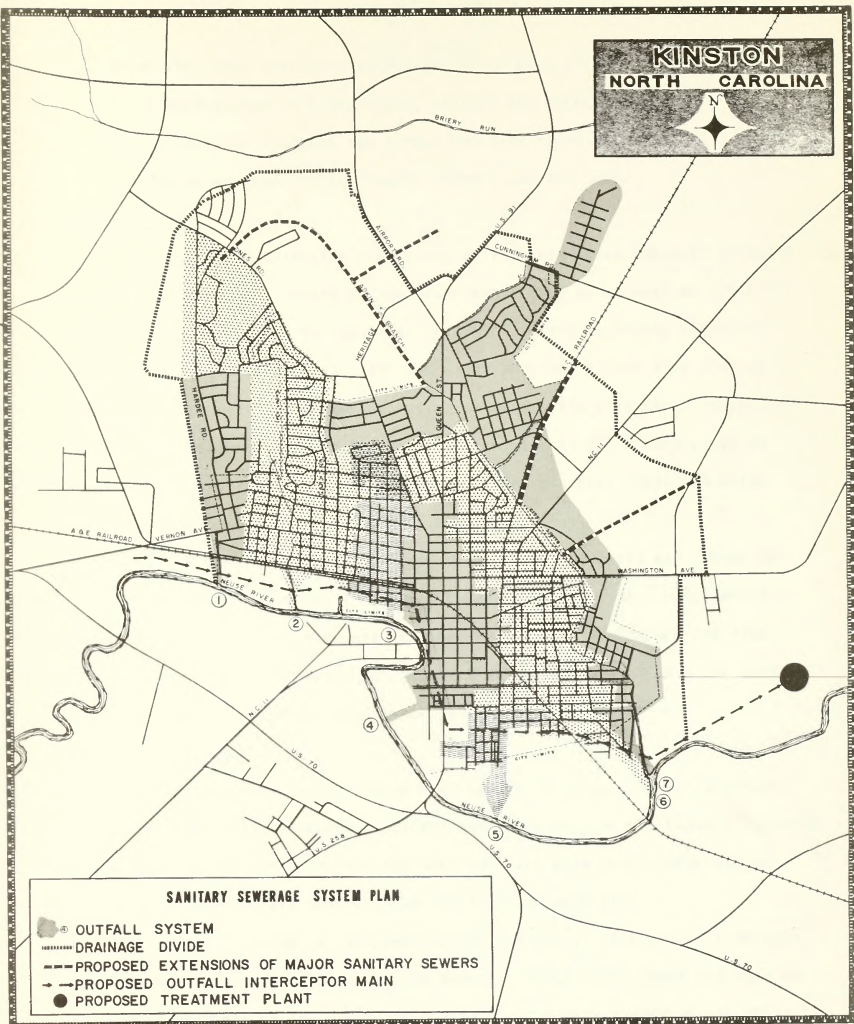
PROPOSALS

BASED UPON THE REQUIREMENTS OF THE STREAM SANITATION COMMITTEE, PLANNING CONSIDERATIONS AND THE ANALYSIS OF EXISTING FACILITIES, THE FOLLOWING PROPOSALS ARE MADE:

4. IBID., PP. 9 AND 26.

5. FOR CITY POLICIES IN REGARD TO PUBLIC UTILITIES SEE CODE OF ORDINANCES, CITY OF KINSTON, ADOPTED JULY 3, 1961, PUBLISHED BY ORDER OF THE CITY COUNCIL (MUNICIPAL CODE CORPORATION - TALLAHASSEE), 1961.

1. THAT THE EXTENSION POLICY AS OUTLINED ABOVE BE INCORPORATED IN GENERAL INTO THE SUBDIVISION REGULATIONS NOW BEING DRAFTED BY THE CITY.
2. THAT A CONVENTIONAL SEWAGE TREATMENT PLANT BE CONSTRUCTED SOUTH OF THE CITY, EAST OF ADKIN BRANCH. A SITE IN THIS AREA WOULD BE FAVORABLE IN REGARD TO PREVAILING WINDS AND IN REGARD TO FACILITATING THE COLLECTION AND TRANSPORTATION OF SEWAGE FROM THE VARIOUS DRAINAGE AREAS TO THE PLANT.
3. THAT WASTES FROM THE THREE PRIVATE SYSTEMS BE TREATED IN THE MUNICIPAL TREATMENT PLANT CONTINGENT UPON REACHING AN AGREEMENT WITH THE PARTIES AS TO A SATISFACTORY DIVISION OF CAPITAL COSTS AND OPERATING EXPENSES.
4. THAT THE PLANT BE SO DESIGNED AS TO BE ABLE TO ACCOMODATE PRESENT AND ANTICIPATED CAPACITIES.
5. THAT IN ORDER TO COLLECT AND TRANSPORT THE SEWAGE FROM THE VARIOUS DRAINAGE AREAS TO THE PLANT, A MAIN BE CONSTRUCTED IN AN EAST-WEST DIRECTION ALONG THE SOUTHERN PART OF THE CITY FROM THE PLANT TO THE WESTERN CONTRIBUTORS, INTERCEPTING EACH OUTFALL SYSTEM ALONG THE WAY.
6. THAT THE DUAL SEWERAGE SYSTEM (SANITARY AND STORM) IN OUTFALL SYSTEM NUMBER 3 BE SEPARATED.
7. THAT IN ORDER TO ENCOURAGE AND FACILITATE ORDERLY DEVELOPMENT IN AREAS WHICH WILL LIKELY BE INCORPORATED INTO THE CITY LIMITS AND TO PROTECT THE PUBLIC INTEREST IN GENERAL, THE FOLLOWING MAJOR EXTENSIONS OF THE SANITARY SEWERAGE SYSTEM BE MADE:
 - (A) THE EXTENSION OF AN 18 INCH LINE ALONG THE ADKIN BRANCH FROM THE NORTHERN CITY LIMITS TO THE PRESENT LIFT STATION SOUTH OF JONES ROAD.
 - (B) THE EXTENSION OF A 12 INCH LINE FROM THE 18 INCH LINE NORTH-EASTWARD ACROSS THE AIRPORT ROAD. THIS LINE SHOULD BE INSTALLED ON A GRADE SUFFICIENT TO ALLOW FOR GRAVITY FLOW DRAINAGE.
 - (C) THE EXTENSION OF A 12 INCH LINE FROM ADKIN BRANCH IN A NORTH-EASTWARDLY DIRECTION EAST OF AND PARALLEL TO THE ACL RAILROAD TO THE NATURAL DRAINAGE DIVIDE.
 - (D) THE EXTENSION OF A 12 INCH LINE EASTWARD BETWEEN N. C. 11 AND WASHINGTON AVENUE TO THE DRAINAGE DIVIDE.
8. THAT COSTLY EXTENSIONS OF THE SEWERAGE OUTFALL SYSTEMS INTO AREAS THAT CANNOT BE DRAINED BY GRAVITY FLOW OR EXISTING PUMPING STATIONS BE DISCOURAGED DURING THE PLANNING PERIOD.



WATER SYSTEM

THERE ARE THREE PRINCIPAL REQUISITES FOR A GOOD WATER SERVICE:

1. A SUPPLY THAT IS SAFE, CLEAR, POTABLE AND PREFERABLY SOFT;
2. AN ADEQUATE PRESSURE AND SUPPLY FOR FIRE FIGHTING NEEDS;
3. THE MAINTENANCE OF REASONABLE CHARGES AND SERVICES.

CONSIDERATIONS

A GOOD WATER DISTRIBUTION SYSTEM HAS AS ITS TWIN GOALS ADEQUATE QUANTITY AND ADEQUATE PRESSURE. DISTRIBUTION MAINS AND FEEDER MAINS MUST BE DESIGNED AS THE VEHICLE NECESSARY TO TRANSPORT THE WATER TO THE CUSTOMER. CAPACITY MUST THEREFORE BE ADEQUATE TO CARRY ALL WATER REQUIRED AT ANY TIME DIRECTLY TO THE CUSTOMER WITHOUT SERIOUS DEPRECIATION OF SERVICE PRESSURES. GRID SYSTEMS MUST BE WELL DEVELOPED WITH SUFFICIENT CROSS TIES AND FEEDER LINES TO ALLOW FOR TWO-WAY FEED TO FIRE HYDRANTS WHEREVER POSSIBLE. DEAD END MAINS MUST BE AVOIDED OR REDUCED TO MINIMUM LENGTHS.

FOR FIRE PROTECTION PURPOSES, NEEDED QUANTITIES OF WATER MAY IMPOSE REQUIREMENTS SUBSTANTIALLY ABOVE AVERAGE DOMESTIC AND INDUSTRIAL CONSUMPTION. IT IS IMPERATIVE THAT AN ADEQUATE FLOW AND PRESSURE BE MAINTAINED FOR FIRE DEFENSE. FIRE INSURANCE RATES FOR THE CITY ARE BASED IN PART UPON THE SUFFICIENCY OF THE WATER SYSTEM IN RELATION TO FIRE DEFENSE.

EXISTING FACILITIES

THE KINSTON WATER SUPPLY SYSTEM SUPPLIES WATER TO AN AREA WHICH ENCOMPASSES THE CITY LIMITS, SEVERAL ADJACENT SUBDIVISIONS, AND THE CASWELL TRAINING SCHOOL WEST OF THE CITY. WITHIN THE AREA SUPPLIED WITH WATER THERE ARE APPROXIMATELY 7,295 ACTIVE SERVICES AND 500 INACTIVE SERVICES.

THE SUPPLY OF WATER IS FURNISHED ENTIRELY BY SEVEN WELLS, WITH A PRESENT COMBINED CAPACITY OF 6,500 GALLONS PER MINUTE. SINCE 1927, THERE HAS BEEN NO MEASURABLE DECREASE IN THE WATER TABLE WITHIN THE STRATA TAPPED BY THE WELLS.⁶

6. STATEMENT BY DUKE PETTY, DIRECTOR OF PUBLIC UTILITIES, CITY OF KINSTON.

IN GENERAL, THE WATER SUPPLY IS RELATIVELY SOFT AND LOW IN DISSOLVED SOLIDS EXCEPT IN SOME CASES IT MAY BE HIGH IN IRON CONTENT. SINCE THE AMOUNT OF HARDNESS IS LESS THAN SIXTY PARTS PER MILLION, NO PURIFICATION OF TREATMENT IS NECESSARY.

WATER STORAGE FOR PEAK PERIODS OF DEMAND IS SUPPLIED BY TWO ELEVATED TANKS OF 500,000 GALLONS EACH AND TWO SURFACE TANKS OF 1,000,000 GALLONS AND 250,000 GALLONS. DISTRIBUTION IS THROUGH A SYSTEM OF FOUR-INCH TO SIXTEEN-INCH MAINS.

THE PRESENT DAILY CONSUMPTION OF WATER IS APPROXIMATELY 3,000,000 GALLONS PER DAY. THE MAXIMUM RATE OF USE IS OVER TWICE THAT AMOUNT. ADEQUATE PRESSURE AND FLOW TO MEET THE STANDARDS OF THE NATIONAL BOARD OF FIRE UNDERWRITERS ARE MAINTAINED AT ALL HYDRANTS. WEAKNESSES IN FIRE FLOW ARE PRESENT IN A NEW GROWTH AREA IN THE EXTREME NORTHWEST AND IN THE SOUTHERN PART OF THE BUSINESS DISTRICT AND AN ADJACENT AREA TO THE EAST.

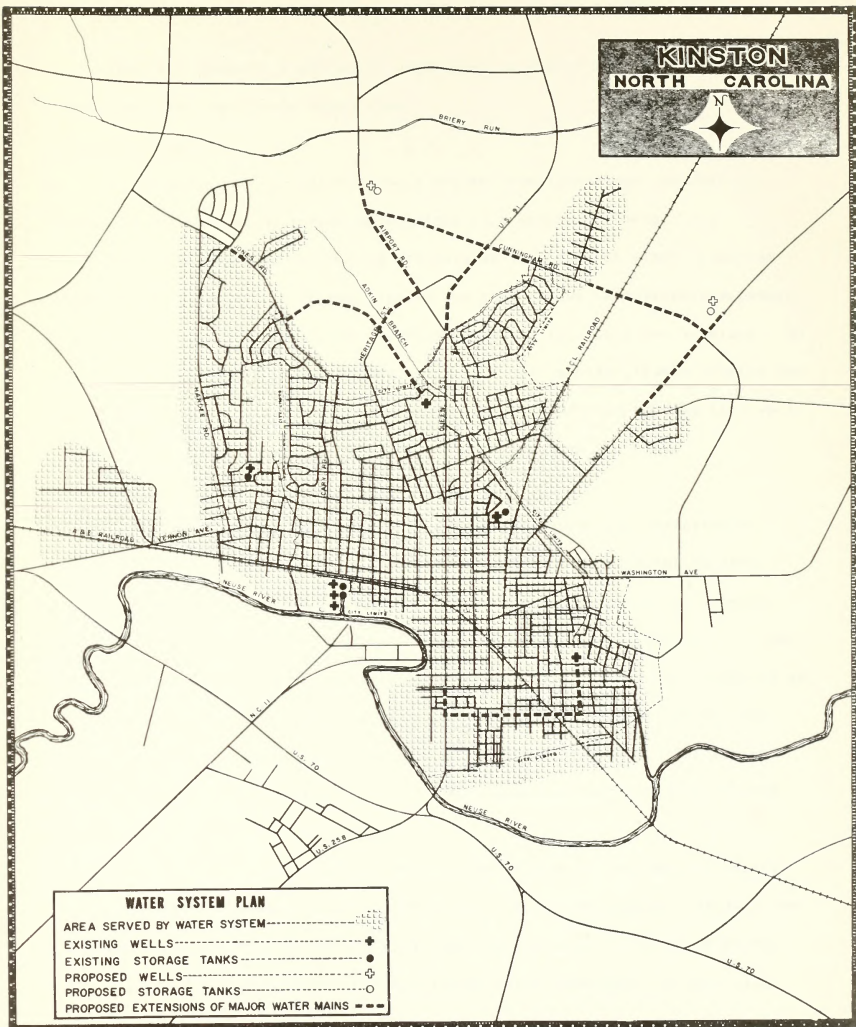
THE PRESENT CITY POLICY IN REGARD TO THE EXTENSION OF THE WATER SYSTEM IS ESSENTIALLY THE SAME AS THAT OF THE SANITARY SEWERAGE SYSTEM, EXCEPT, WHERE BOTH FACILITIES ARE EXTENDED SIMULTANEOUSLY OUTSIDE THE CITY LIMITS, THE CITY, AT ITS OPTION, MAY PARTICIPATE IN THE WATER EXTENSION TO THE EXTENT OF ONE-HALF THE COST OF THE WATER MAIN, FIRE HYDRANTS, AND CONNECTIONS.

PROPOSALS

IN VIEW OF THE ANALYSIS OF EXISTING FACILITIES, PLANNING CONSIDERATIONS AND TRENDS OF GROWTH AND DEVELOPMENT IN THE KINSTON AREA, THE FOLLOWING PROPOSALS ARE MADE:

1. THAT THE CITY POLICY IN REGARD TO EXTENSION OF WATER FACILITIES BE INCORPORATED IN GENERAL INTO THE PROPOSED SUBDIVISION REGULATIONS.
2. THAT AN 8 INCH MAIN BE EXTENDED FROM ITS TERMINUS ON JONES ROAD NORTHWESTWARD TO WESTHAVEN. THIS FACILITY WILL INCREASE FIRE FLOW IN THE EXTREME NORTHWEST AND MAKE WATER AVAILABLE TO THE AREA AROUND WESTHAVEN.

3. THAT A 12 INCH MAIN BE EXTENDED SOUTHWARD FROM THE WELL AT LOVIT HINES PLAYGROUND TO OAK STREET, WESTWARD ON OAK STREET TO QUEEN STREET AND NORTHWARD ON QUEEN STREET TO APPROXIMATELY SHINE STREET. THIS FACILITY WILL INCREASE THE FIRE FLOW IN THIS AREA.
4. THAT A 12 INCH MAIN BE EXTENDED FROM THE CENTER BOULEVARD WELL ACROSS HERITAGE STREET TO JONES ROAD.
5. THAT A 12 INCH MAIN BE EXTENDED NORTHWARD ON HERITAGE STREET FROM CENTER BOULEVARD TO THE AIRPORT ROAD.
6. THAT AN 8 INCH MAIN BE EXTENDED ON NORTH QUEEN STREET FROM THE CITY LIMITS TO CUNNINGHAM ROAD.
7. THAT AN 8 INCH MAIN BE EXTENDED FROM ITS EASTERN TERMINUS ON CUNNINGHAM ROAD EASTWARD TO THE ACL RAILROAD.
8. THAT AN 8 INCH MAIN BE EXTENDED FROM ITS WESTERN TERMINUS ON CUNNINGHAM ROAD WESTWARD TO U. S. HIGHWAY 91.
9. THAT A WELL AND 500,000 GALLON ELEVATED STORAGE TANK BE CONSTRUCTED NORTHEAST OF THE AIRPORT ROAD IN THE NORTHWEST SECTION OF THE PLANNING AREA.
10. THAT A 12 INCH MAIN BE EXTENDED SOUTHWARD ALONG THE AIRPORT ROAD FROM THE PROPOSED NORTHWEST WELL TO HERITAGE STREET.
11. THAT A 10 INCH MAIN BE EXTENDED FROM THE PROPOSED NORTHWEST WELL EASTWARD TO U. S. HIGHWAY 91 AT CUNNINGHAM ROAD.
12. THAT A WELL AND 500,000 GALLON ELEVATED STORAGE TANK BE CONSTRUCTED NORTH OF CUNNINGHAM ROAD NEAR ITS INTERSECTION WITH N. C. HIGHWAY 11 IN THE NORTHEAST SECTION OF THE PLANNING AREA.
13. THAT A 10 INCH MAIN BE EXTENDED WESTWARD ALONG CUNNINGHAM ROAD FROM THE PROPOSED NORTHEAST WELL TO THE ACL RAILROAD.
14. THAT A 12 INCH MAIN BE EXTENDED SOUTHWARD ALONG U. S. HIGHWAY 11 FROM THE PROPOSED NORTHEAST WELL TO THE VICINITY OF NORTHVIEW.



ELECTRIC POWER AND LIGHTS SYSTEM

ELECTRIC POWER IS A NECESSARY INGREDIENT IN PROVIDING ENERGY FOR POWER AND LIGHTS FOR THE CITY'S POPULATION.

CONSIDERATIONS

IN PLANNING FOR AN ELECTRIC POWER SYSTEM, CONSIDERATIONS ARE THAT AN ADEQUATE AND CONTINUOUS SUPPLY BE PROVIDED AT A REASONABLE RATE.

THERE ARE OPPOSING FACTORS IN DETERMINING THE LEVEL OF STREET LIGHTING SERVICE TO BE PROVIDED. ON ONE SIDE IS THE COST OF THE IMPROVEMENTS BALANCED AGAINST ITS RELATIVE IMPORTANCE IN THE SPECTRUM OF ALL MUNICIPAL SERVICES. ON THE OTHER HAND, THERE IS THE DEMONSTRATED FACT THAT BETTER LIGHTED STREETS AND ALLEYS RESULT IN A REDUCTION OF ACCIDENTS, INJURIES AND DEATHS, AND ALSO IN A REDUCTION OF CRIME AND AN INCREASE IN ATTRACTIVENESS TO THE CITY.

EXISTING FACILITIES

WITHIN THE KINSTON ELECTRIC SERVICE DISTRICT, THERE ARE APPROXIMATELY 10,000 ACTIVE SERVICES. THE AREA SERVED IS LARGER THAN THE PLANNING AREA.

ELECTRIC POWER IN THE KINSTON AREA IS PROVIDED BOTH BY THE CITY-OWNED ELECTRIC POWER PLANT AND BY CONTRACT WITH A PRIVATE UTILITY COMPANY. BY CONTRACTURAL AGREEMENT, THE CITY ELECTRIC POWER PLANT IS LIMITED TO A CAPACITY OF 12,500 KILOWATTS. ALL DEMAND IN EXCESS OF THIS IS PROVIDED BY THE PRIVATE UTILITY COMPANY. THE PRESENT PEAK DEMAND IS 20,500 KILOWATTS. THE DEMAND FOR ELECTRIC POWER IS ADEQUATELY MET IN ALL AREAS AND THERE IS A CONTINUING REHABILITATION OF THE POWER SYSTEM.

RECENTLY THE CITY REQUESTED THAT A STUDY BE MADE OF THE PRESENT POLICY IN REGARD TO FURNISHING POWER FOR ITS SERVICE AREA. THE PRESENT CONTRACT FOR THE EXCESS DEMAND WILL EXPIRE IN 1965, AND THE CITY WOULD LIKE TO DETERMINE THE MOST FEASIBLE ARRANGEMENT FOR FURNISHING POWER SUBSEQUENT TO THAT DATE.

STREET LIGHTING IN RESIDENTIAL AREAS IS CONSIDERED TO BE ADEQUATE; HOWEVER, LIGHTING IN THE CENTRAL BUSINESS DISTRICT, EXCEPT FOR PORTIONS OF HERITAGE STREET, IS BELOW THE LEVEL RECOMMENDED FOR AREAS OF HIGH PEDESTRIAN AND VEHICULAR TRAFFIC. NEW, MODERN LIGHTING HAS BEEN PROVIDED IN THE VICINITY OF MOST OTHER SPECIAL TREATMENT AREAS SUCH AS SCHOOLS, INSTITUTIONS AND SHOPPING AREAS.

THE ELECTRIC POWER SYSTEM IS EXTENDED WHERE ECONOMICALLY FEASIBLE WITHOUT COST TO THE PETITIONER. THE EXTENSION OF THE ELECTRIC POWER SYSTEM IS CONSIDERED TO ACCOMPANY AND BE A PART OF THE EXTENSION OF WATER AND SANITARY SEWERAGE FACILITIES.

PROPOSALS

THERE ARE NEEDED IMPROVEMENTS IN THE STREET LIGHTING SYSTEM. ALSO, THE POLICY AND NEEDS FOR A FUTURE POWER SUPPLY NECESSITATE DETAILED INVESTIGATION. THEREFORE, THE FOLLOWING PROPOSALS ARE MADE:

1. THAT ELECTRIC POWER AND LIGHTS EXTENSION AND DESIGN POLICIES BE INTEGRATED INTO THE PROPOSED SUBDIVISION REGULATIONS.
2. THAT A "WHITE-WAY" TYPE LIGHTING SYSTEM BE INSTALLED IN THE CENTRAL BUSINESS DISTRICT. ALSO, OTHER AREAS NECESSITATING SPECIAL LIGHTING TREATMENT SHOULD BE DISCOVERED AND TREATED AS THEY OCCUR.
3. THAT A COMPREHENSIVE PLAN BE MADE FOR THE CONTINUED REHABILITATION OF THE POWER DISTRIBUTION SYSTEM.
4. THAT A DETAILED INVESTIGATION BE MADE OF THE LONG-RANGE NEEDS OF THE ELECTRIC POWER SYSTEM AND THAT PLANS AND POLICIES BE SET FORTH FOR BEST MEETING THOSE NEEDS. SUCH INVESTIGATIONS SHOULD INCLUDE THE FOLLOWING POSSIBILITIES FOR OBTAINING ELECTRIC POWER:
 - (A) THE CONTINUANCE OF AN ARRANGEMENT SIMILAR TO THE PRESENT ARRANGEMENT.
 - (B) THE PURCHASE OF ALL NECESSARY POWER FROM A PRIVATE UTILITY COMPANY.
 - (C) THE EXPANSION OF THE CITY-OWNED PLANT AND THE PRODUCTION OF ALL NECESSARY POWER BY THE CITY.
 - (D) THE FORMATION OF A REGIONAL COOPERATIVE AMONG LOCAL PUBLIC UTILITY DISTRICTS AND MUNICIPALITIES AND THE ESTABLISHMENT OF A CENTRAL ELECTRIC POWER FACILITY.
 - (E) THE FORMATION OF A REGIONAL COOPERATIVE AMONG LOCAL PUBLIC UTILITY DISTRICTS AND MUNICIPALITIES AND THE PURCHASE OF POWER FROM THE FEDERAL GOVERNMENT.

REFUSE COLLECTION AND DISPOSAL

REDUCED TO ITS SIMPLEST TERMS, REFUSE COLLECTION AND DISPOSAL CONSISTS OF THE ACCEPTANCE AT EACH HOUSEHOLD, BUSINESS PROPERTY, OR INSTITUTION, OF THE SOLID WASTE THAT RESULTS FROM THE PROCESSES OF URBAN LIFE, THE TRANSPORTATION OF SUCH MATERIAL TO DISPOSAL SITES, AND THE PROCESSING AND DISPOSAL OF THE COLLECTED REFUSE SO THAT NUISANCES ARE NOT CREATED.

CONSIDERATIONS

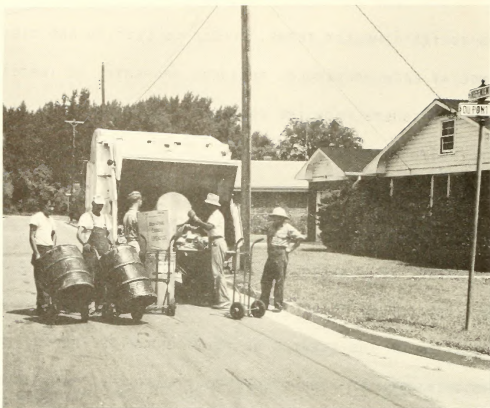
MAJOR CONSIDERATIONS INVOLVED IN PLANNING FOR REFUSE COLLECTION AND DISPOSAL IS THAT THE PUBLIC HEALTH OF THE COMMUNITY BE PROTECTED, THAT THE EXTENT AND CHARACTER OF THE SERVICE BE IN ACCORD WITH THE DESIRES OF THE PEOPLE, AND THAT THE OPERATION BE CONDUCTED EFFECTIVELY AND ECONOMICALLY.

EXISTING FACILITIES

REFUSE COLLECTION AND DISPOSAL IS ADMINISTERED UNDER THE SANITATION DIVISION OF THE DEPARTMENT OF PUBLIC WORKS FROM ITS OFFICE ON SOUTH STREET. DURING THE PAST YEAR, THE SANITATION DIVISION COLLECTED AND DISPOSED OF APPROXIMATELY 43 MILLION POUNDS OF REFUSE; SWEEPED 12,335 MILES OF STREETS AND REMOVED APPROXIMATELY 7,900 TONS OF SAND AND DEBRIS FROM STREETS.

FACILITIES OF THE DIVISION INCLUDE ELEVEN COLLECTOR TRUCKS, TWO SWEEPERS, ONE LEAF COLLECTOR, AND ONE CATERPILLAR WHICH IS USED FOR LANDFILL OPERATIONS. THE OPERATION EMPLOYS 43 MEN WITH ADDITIONAL MEN REQUIRED FOR THE SUMMER MONTHS.

THE REFUSE COLLECTION METHOD USED IS THE "BACKYARD-CARRY SERVICE" WHEREBY THE COLLECTION CREW TRAVELS WITH THE TRUCK AND TRANSFERS REFUSE INTO A CONTAINER ON A TWO-WHEEL CART FROM THE RESIDENT'S CONTAINER. THE RESIDENT'S REFUSE CONTAINER REMAINS IN THE BACKYARD. UPON FILLING HIS CONTAINER THE SAME COLLECTOR LOADS THE REFUSE INTO THE COLLECTION TRUCK. THIS METHOD HAS PROVEN VERY SATISFACTORY BOTH IN EFFICIENCY AND EFFECTIVENESS FOR THE CITY AND IN CONVENIENCE TO THE RESIDENTS.



•A REFUSE PACKER TRUCK AND CREW. THIS ILLUSTRATES ONE STEP OF THE REFUSE COLLECTION METHOD.

THE REFUSE COLLECTION AREA CONSISTS OF THE CITY AND APPROXIMATELY 50 PROPERTIES OUTSIDE THE CITY LIMITS. A SHORT SURVEY TAKEN RECENTLY SHOWS THAT THE COLLECTION OUTSIDE THE CITY IS BEING DONE WITH SOME EXPENSE TO THE TOTAL OPERATION.

THE FREQUENCY OF REFUSE COLLECTION VARIES ACCORDING TO THE TYPE OF PROPERTY. HOUSEHOLD REFUSE IS COLLECTED TWICE WEEKLY WHILE COMMERCIAL, INDUSTRIAL, AND INSTITUTIONAL REFUSE IS COLLECTED FROM THREE TO SEVEN TIMES A WEEK. IT IS ESTIMATED THAT THE LEVEL AND FREQUENCY OF COLLECTION CAN REMAIN SUBSTANTIALLY THE SAME WITH CONSIDERABLE ADDITIONAL LOAD EXCEPT FOR THE NEED OF ADDITIONAL PERSONNEL DURING THE SUMMER MONTHS AND THE NORMAL REPLACEMENT AND UPDATING OF EQUIPMENT.

SINCE JUNE, 1960, REFUSE DISPOSAL HAS BEEN BY THE SANITARY LANDFILL METHOD. THE LANDFILL SITE CONSISTS OF 8.8 ACRES LOCATED IN TWO PARCELS ON EACH SIDE OF KING STREET WEST OF THE KING STREET BRIDGE. THIS SITE HAS PROVEN TO BE VERY

FAVORABLE, ESPECIALLY IN BEING CONVENIENT AND EASY TO REACH BY THE COLLECTOR TRUCKS.

IT IS ESTIMATED THAT THE PRESENT LANDFILL AREA IS FIFTEEN PERCENT FILLED. AT THIS RATE IT IS ESTIMATED THAT THE SITE WILL BE FILLED BY 1968. BEFORE THAT TIME, ADDITIONAL LANDFILL AREA SHOULD BE OBTAINED.

PROPOSALS

BASED UPON THE ABOVE-MENTIONED CONSIDERATIONS AND THE ANALYSIS OF THE EXISTING REFUSE COLLECTION AND DISPOSAL SYSTEM, THE FOLLOWING RECOMMENDATIONS ARE MADE:

1. THAT SERVICE OUTSIDE THE CITY LIMITS BE DISCONTINUED AND TURNED OVER TO PRIVATE COLLECTORS. THIS SERVICE IS BEING OPERATED AT A COST TO THE TOTAL SYSTEM; AND UNLESS A REFUSE COLLECTION DISTRICT CAN BE FORMED, THIS PROBLEM CAN BE EXPANDED BY MORE REQUESTS FOR COLLECTION BY PROPERTIES FURTHER AND FURTHER FROM THE CITY LIMITS.
2. THAT BY 1966 AT LEAST 12 ADDITIONAL ACRES OF LANDFILL SITE BE OBTAINED. BECAUSE OF CONVENIENCE AND PRACTICALITY THIS SITE SHOULD BE ADJACENT TO THE PRESENT LANDFILL AREA.
3. THAT THE EXPENDED LANDFILL AREAS BE PLACED IN PUBLIC USE. THE PRESENT LANDFILL AREA ONCE FILLED SHOULD BE USED TO RELOCATE THE OPERATING DIVISIONS OF THE DEPARTMENT OF PUBLIC WORKS INCLUDING THE CENTRAL GARAGE.
4. THAT REVIEWS BE MADE FROM TIME TO TIME OF THE LEVEL OF SERVICE OF REFUSE COLLECTION TO ASCERTAIN THE NEED FOR ADDITIONAL MEN AND EQUIPMENT.

PUBLIC WAYS

AN ADEQUATE SYSTEM OF STREETS AND HIGHWAYS IS A PRIME REQUISITE OF A MODERN URBAN LIFE. THE PURPOSE OF THIS SYSTEM, WHEN LAID OUT, IMPROVED AND MAINTAINED, IS TO SERVE THE TRAFFIC NEEDS OF A HIGHLY MOBILE CIVILIZATION AND ALSO TO PROVIDE A SUITABLE LOCATION FOR PUBLIC UTILITY FACILITIES SUCH AS WATER, SEWERAGE, GAS, ELECTRIC AND COMMUNICATIONS SYSTEMS.

CONSIDERATIONS

SINCE MAJOR STREETS ARE THE SUBJECT OF THE PROPOSED THOROUGHFARE PLAN FOR KINSTON, THIS REPORT WILL BE CONSIDERED PRIMARILY WITH THE SYSTEM OF MINOR STREETS. THE LOCATION, DESIGN, CONSTRUCTION, AND MAINTENANCE OF MAJOR THOROUGHFARES ARE, BY AND LARGE, THE RESPONSIBILITY OF THE CITY AND/OR THE STATE HIGHWAY COMMISSION WITH RELATIVELY LITTLE, IF ANY, PARTICIPATION BY ADJACENT PROPERTY OWNERS. MINOR STREETS, HOWEVER, ARE THE COMBINED RESPONSIBILITY OF BOTH THE CITY, AS THE AGENT FOR THE PUBLIC, AND THE PRIVATE PROPERTY OWNER OR DEVELOPER.

IN DESIGNING FUTURE STREETS THE FOLLOWING STANDARDS ARE SUGGESTED AS MINIMUM REQUIREMENTS:

1. THE STREET LAYOUT SHOULD BE IN RELATIONSHIP AND COMPLEMENTARY TO THE THOROUGHFARE PLAN.
2. NEW STREETS SHOULD BE DESIGNED AND LOCATED IN PROPER RELATION TO EXISTING AND PROPOSED STREETS, TO THE TOPOGRAPHY, TO SUCH NATURAL FEATURES AS STREAMS AND TREE GROWTH, TO PUBLIC CONVENIENCE AND SAFETY, AND TO THE PROPOSED USE OF LAND TO BE SERVED BY SUCH STREETS.
3. ALL NEW STREETS SHOULD PROVIDE FOR THE CONTINUATION OF APPROPRIATE PROJECTION OF PRINCIPAL STREETS IN SURROUNDING AREAS AND PROVIDE REASONABLE MEANS OF INGRESS AND EGRESS FOR SURROUNDING ACREAGE TRACTS.
4. MINIMUM STREET RIGHT-OF-WAY WIDTHS SHOULD BE NOT LESS THAN:

MAJOR STREETS	80 FEET
COLLECTOR STREETS	60 FEET
MINOR STREETS	60 FEET
MARGINAL ACCESS STREETS	50 FEET
CUL-DE-SACS	50 FEET
ALL STREETS OUTSIDE MUNICIPAL LIMITS	60 FEET

5. WHERE CURB AND GUTTER ARE PROVIDED, THE PAVING WIDTHS BACK TO BACK OF CURBS SHOULD BE NOT LESS THAN:

MAJOR STREETS	49 FEET
COLLECTOR STREETS	37 FEET
MINOR STREETS	35 FEET
MARGINAL ACCESS STREETS	29 FEET
CUL-DE-SACS	28 FEET

6. WHERE CURB AND GUTTER ARE NOT PROVIDED, PAVING WIDTHS SHOULD NOT BE LESS THAN:

COLLECTOR STREETS	26 FEET
MINOR STREETS	24 FEET

7. UNLESS IN AREAS OF EXCEPTIONAL TOPOGRAPHY, GRADES SHOULD NOT EXCEED TEN PERCENT OR BE LESS THAN ONE-HALF PERCENT ON ANY STREET. GRADES APPROACHING INTERSECTIONS SHOULD NOT EXCEED FIVE PERCENT FOR A DISTANCE OF NOT LESS THAN 100 FEET FROM THE CENTER LINE OF THE INTERSECTION.

8. WHEN A CONTINUOUS STREET CENTER LINE DEFLECTS AT ANY POINT BY MORE THAN TEN DEGREES, A CIRCULAR CURVE SHOULD BE INTRODUCED HAVING A RADIUS OF CURVATURE ON THE CENTER LINE OF NOT LESS THAN:

MAJOR STREETS	300 FEET
COLLECTOR STREETS	200 FEET
MINOR STREETS	100 FEET

9. A TANGENT AT LEAST 100 FEET LONG SHOULD BE PROVIDED BETWEEN REVERSE CURVES ON ALL STREETS.
10. STREETS SHOULD BE LAID OUT SO AS TO INTERSECT AS NEARLY AS POSSIBLE AT RIGHT ANGLES AND NO STREET SHOULD INTERSECT WITH ANY OTHER STREET AT LESS THAN 60 DEGREES.
11. STREET JOGS WITH CENTER LINE OFFSETS OF LESS THAN 125 FEET SHOULD BE AVOIDED. INTERSECTIONS WITH A MAJOR STREET OR HIGHWAY SHOULD BE AT LEAST 300 FEET APART.
12. PERMANENT DEAD END STREETS OR CUL-DE-SACS SHOULD BE NO LONGER THAN 500 FEET AND SHOULD BE PROVIDED AT THE CLOSED END WITH A TURN AROUND HAVING AN OUTSIDE ROADWAY DIAMETER OF AT LEAST 80 FEET AND A PROPERTY LINE DIAMETER OF AT LEAST 100 FEET. IN GENERAL, STREETS DESIGNED TO HAVE ONE END PERMANENTLY CLOSED SHOULD BE AVOIDED UNLESS IT IS CLEAR THAT A THROUGH STREET IS NOT ESSENTIAL TO THE STREET SYSTEM OF THE AREA.

ALTHOUGH THESE STANDARDS ARE SUGGESTED PRIMARILY AS REQUIREMENTS FOR FUTURE STREETS, THEY SHOULD ALSO BE USED AS GOALS FOR IMPROVING EXISTING SUB-STANDARD STREETS.

EXISTING FACILITIES

THE CITY OF KINSTON MAINTAINS 73 MILES OF STREETS. THE PUBLIC WORKS DEPARTMENT HAS THE RESPONSIBILITY FOR MAINTENANCE WHILE PAVING IS DONE BY CONTRACT WITH PRIVATE CONCERNS.

LAST YEAR, 8,184 FEET OF STREETS WERE PAVED COMPLETE WITH CURBS, GUTTERS AND SIDEWALKS. A TOTAL OF 55,440 FEET OF SIDEWALKS WERE PAVED, 7,920 FEET OF WHICH WERE PAVED BY PRIVATE PROPERTY OWNERS. ALSO, THE CITY WIDENED PORTIONS OF QUEEN STREET AND HERITAGE STREET (IN CONJUNCTION WITH THE STATE HIGHWAY COMMISSION) AND PORTIONS OF ELIZABETH DRIVE, MARCELLA DRIVE AND LINDEN AVENUE.



◦PREPARING A RESIDENTIAL STREET FOR PAVING. THIS VIEW ILLUSTRATES THE DESIRED STANDARDS FOR RESIDENTIAL RIGHT-OF-WAY IMPROVEMENT.

SEVERAL STREETS OR PORTIONS OF STREETS DO NOT MEET THE MINIMUM STANDARDS FOR STREETS AS OUTLINED ABOVE. AMONG THESE ARE 14 MILES OF UNPAVED STREETS AND SEVERAL STREETS WHICH FALL BELOW THE MINIMUM DESIRED RIGHT-OF-WAY FOR THEIR FUNCTION. ALSO, THERE EXIST COMBINATIONS OF UNPAVED STREETS WITH LESS THAN THE DESIRED MINIMUM RIGHT-OF-WAY. THE GREATEST NUMBER OF SUBSTANDARD STREETS ARE FOUND IN THE SOUTHEAST SECTION OF THE CITY.

THE CITY HAS THE AUTHORITY TO USE FIVE GENERAL PROCESSES TO BRING ABOUT THE IMPROVEMENT OF PUBLIC WAYS. THESE ARE:

1. AS PREREQUISITE FOR FINAL APPROVAL OF SUBDIVISION PLATS THE CITY MAY REQUIRE CERTAIN IMPROVEMENTS AMONG WHICH ARE STREET PAVEMENTS, CURBS, GUTTERS AND SIDEWALKS.
2. UPON A PETITION BY A MAJORITY OF PROPERTY OWNERS THE CITY MAY MAKE CERTAIN IMPROVEMENTS AND ASSESS THE COST TO THE BENEFITTED PROPERTIES.
3. UPON THE FINDING OF A PUBLIC NECESSITY THE CITY MAY MAKE CERTAIN IMPROVEMENTS AND ASSESS THE COST TO THE BENEFITTED PROPERTIES WITHOUT NEED OF PETITION.
4. IMPROVEMENTS MAY BE MADE BY THE CITY WITHOUT PETITION FOR WHICH THE CITY BEARS THE ENTIRE COST WITHOUT ASSESSMENT.
5. THROUGH URBAN REDEVELOPMENT.

AT PRESENT THE PROCESSES OF PETITION AND PUBLIC NECESSITY ARE BEING USED TO BRING ABOUT CONSIDERABLE IMPROVEMENT TO PUBLIC WAYS. IN EACH CASE, THE EXISTING CITY POLICY IS TO ASSESS THE FULL COST OF SIDEWALKS TO THE BENEFITTED PROPERTY AND TO ASSUME FINANCIAL RESPONSIBILITY FOR ONE-THIRD OF THE COST OF STREET IMPROVEMENT AND THE TOTAL COST OF IMPROVEMENTS WITHIN INTERSECTIONS. ALSO, IN CLEAR CASES OF CITY RESPONSIBILITY, THE CITY MAKES IMPROVEMENTS TO PUBLIC WAYS AT NO DIRECT COST TO THE ABUTTING PROPERTIES. THE CITY HAS NOT YET ADOPTED SUBDIVISION REGULATIONS TO CONTROL THE LOCATION, DESIGN AND CONSTRUCTION OF PUBLIC WAYS AND OTHER IMPROVEMENTS IN NEW SUBDIVISION NOR HAS IT ENTERED INTO ANY URBAN REDEVELOPMENT PROJECTS.

PROPOSALS

AS THE AGENT FOR THE PUBLIC, THE CITY HAS THE DUTY TO EXERCISE ITS AUTHORITY IN OBTAINING PROPERLY DESIGNED PUBLIC FACILITIES FOR THE USE OF THE PUBLIC AT A COST THAT IS EQUITABLE. THEREFORE, IT IS RECOMMENDED THAT:

1. SUBDIVISION REGULATIONS BE ADOPTED. THE PLANNING CONSIDERATIONS LISTED ABOVE ARE ESSENTIALLY THOSE EMBODIED IN THE PROPOSED SUBDIVISION ORDINANCE NOW BEING PREPARED BY THE CITY. TO THE PROPOSED ORDINANCE SHOULD BE ADDED THE REQUIREMENT THAT CERTAIN IMPROVEMENTS BE INSTALLED AS A PREREQUISITE TO FINAL APPROVAL OF PLATS. PUBLIC WAYS SHOULD BE AMONG THE REQUIRED IMPROVEMENTS. THE COST OF THE IMPROVEMENTS SHOULD BE ACCORDING TO CITY POLICY AT THE TIME OF APPROVAL OF THE PLAT.

2. THE PRESENT PROGRAM OF CONSTRUCTING SIDEWALKS AS A PUBLIC NECESSITY CONTINUE.
3. A FLEXIBLE PROGRAM OF BRINGING SUBSTANDARD STREETS UP TO STANDARD BE WORKED OUT BY THE PUBLIC WORKS DEPARTMENT. SUCH A PROGRAM SHOULD TAKE INTO ACCOUNT THE PROCESSES OF: (A) PETITION, (B) PUBLIC NECESSITY AND (C) URBAN REDEVELOPMENT.
4. THE PROPOSED THOROUGHFARE PLAN BE ADOPTED AND PLANS BE MADE FOR STAG-
ING THE CONSTRUCTION OF THE VARIOUS COMPONENT PARTS.

STORM DRAINAGE AND SEWERAGE SYSTEM

IN A SENSE, STORM SEWERS ARE ARTIFICIAL DEVELOPMENTS OF NATURAL DRAINAGE COURSES. THEIR FUNCTION IS TO COLLECT AND CARRY RAIN OR SURFACE WATER TO A NATURAL WATER COURSE IN SUCH A WAY AS TO PREVENT DAMAGE FROM FLOODING.

CONSIDERATIONS

MAJOR CONSIDERATIONS IN PLANNING FOR A STORM SEWERAGE SYSTEM ARE THAT THE SYSTEM BE EFFECTIVE AND EFFICIENT IN BOTH ITS SURFACE AND UNDERGROUND COMPONENTS AND THAT MAXIMUM USE BE MADE OF NATURAL DRAINAGE COURSES.

EXISTING FACILITIES

MAJOR NATURAL FACILITIES WHICH DRAIN THE KINSTON AREA ARE: THE NEUSE RIVER, ADKIN BRANCH, PERRY DITCH - CATFISH BRANCH, AND AN UNNAMED BRANCH IN THE SOUTHWEST CORNER OF THE CITY. STORM SEWERS EXTEND EACH OF THESE NATURAL FACILITIES CREATING FOUR DRAINAGE SYSTEMS OF COMBINED NATURAL AND ARTIFICIAL FACILITIES.



•A PORTION OF THE ADKIN BRANCH BEFORE IMPROVEMENT.



•A PORTION OF THE ADKIN BRANCH AFTER
IMPROVEMENT.

THESE FOUR SYSTEMS COVER AN AREA APPROXIMATING THE CITY LIMITS. RECENT IMPROVEMENTS TO THESE SYSTEMS INCLUDE THE INSTALLATION OF APPROXIMATELY ONE MILE OF STORM SEWERS, THE WIDENING, DEEPENING AND CLEARING OF THE ADKIN BRANCH FROM THE NEUSE RIVER TO WASHINGTON AVENUE, AND THE CONSTRUCTION OF TWO BRIDGES OVER THE ADKIN WHERE ONCE THE BRANCH PASSED UNDER THE STREET BY PIPE.

THERE ARE VARIOUS AREAS OF INADEQUACIES IN THE STORM DRAINAGE SYSTEM. THE MAJOR PROBLEM AREAS ARE IN THE OLDER PARTS OF THE SYSTEM AND STEM LARGELY FROM INADEQUACIES IN PIPE SIZE. EARLY DESIGN STANDARDS WERE BASED UPON A "CRITICAL RAIN" OF 2.3 INCHES OCCURRING WITHIN ONE HOUR.⁷ IT IS NOW BELIEVED THAT DESIGN BASED UPON A THREE-INCH DOWNPOUR IS MORE RELIABLE. THIS DIFFERENCE IN DESIGN REFERENCE GENERALLY RESULTS IN A DIFFERENCE OF PIPE SIZE OF SIX INCHES. INCREASED RUNOFF COINCIDENT WITH HEAVIER BUILDING COVERAGE ALSO CONTRIBUTES TO THE INADEQUACY OF PARTS OF THE OLDER SYSTEM. OTHER FACTORS THAT

7. A "CRITICAL RAIN" IS A SAMPLE RAIN OF A CERTAIN INTENSITY AND DURATION FOR WHICH A STORM SEWERAGE SYSTEM IS DESIGNED.

KINSTON NORTH CAROLINA



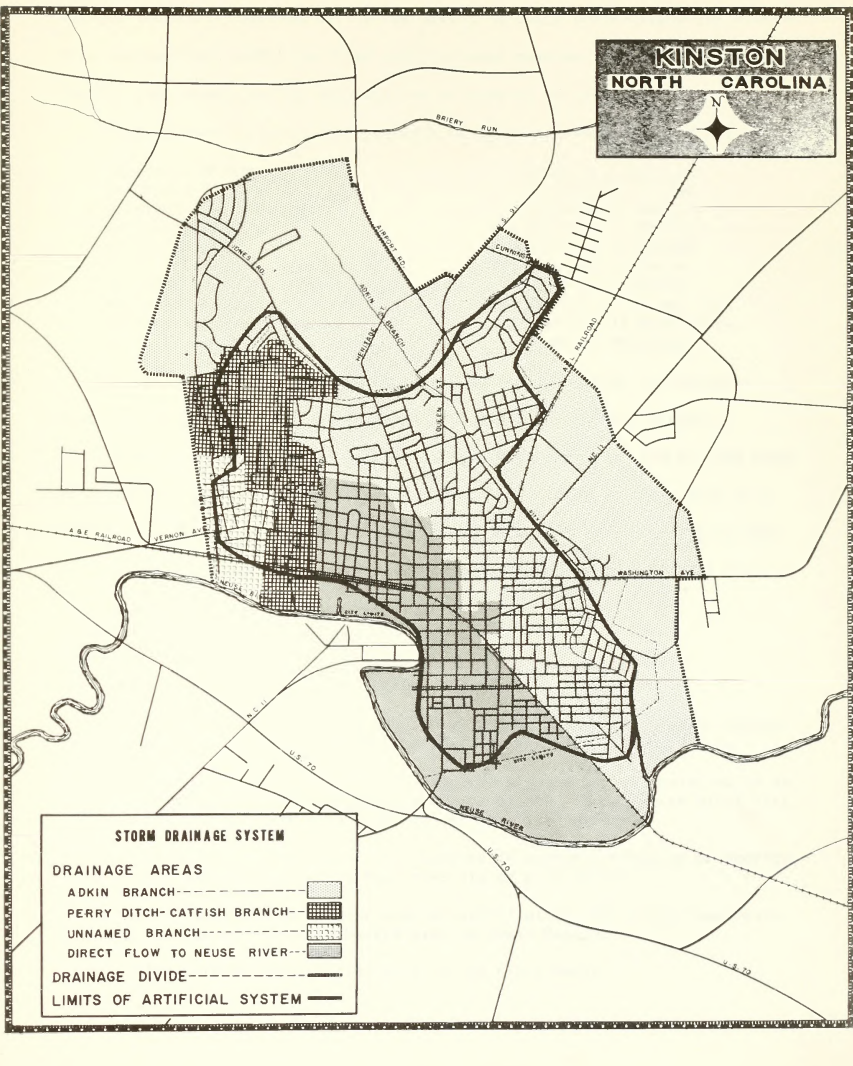
STORM DRAINAGE SYSTEM

DRAINAGE AREAS

- ADKIN BRANCH-----
- PERRY DITCH-CATFISH BRANCH-----
- UNNAMED BRANCH-----
- DIRECT FLOW TO NEUSE RIVER-----

DRAINAGE DIVIDE-----

LIMITS OF ARTIFICIAL SYSTEM-----



CONTRIBUTE TO DRAINAGE PROBLEMS ARE: OVERFLOW OF STREAMS; FLOODING AT THE OUTFALL CAUSING A "BACKING UP" IN THE SEWER; OUTFALLS BURIED BELOW THE STREAM BED; OBSTRUCTIONS CAUSED BY OTHER UTILITY LINES PASSING THROUGH SEWERS; AND OBSTRUCTIONS CAUSED BY THE ACCUMULATION OF RUBBISH IN SEWERS.

SOME VICINITIES WHICH GIVE EVIDENCE OF STORM DRAINAGE PROBLEMS ARE:

VERNON AT MITCHELL
VERNON AT EAST
WASHINGTON AT INDEPENDENT
WASHINGTON AT EAST
BLOUNT AT EAST
EAST AT CASWELL - KING
MCLEWEAN AT BRIGHT - KING
MCLEWEAN AT CASWELL - KING
TIFFANY AT CASWELL - KING
CAPITOLA AT MCLEWEAN - QUEEN

VERNON AT HERITAGE
MEADOWWOOD AT ANNE
STOCKTON AT RUFFIN
WOODVIEW AT RUFFIN
WILLIAMS AT GEORGE
MORNINGSIDE DRIVE
LENOIR AT MINERVA
UNIVERSITY AT NEW YORK
TERMINAL AT WASHINGTON
SHINE AT HERITAGE

PLANS ARE NOW BEING MADE TO RELIEVE FLOODING CONDITIONS IN NORTHWEST KINSTON. THESE PLANS WILL BE A PART OF THE PROPOSALS IN THIS REPORT.

EXTENSIONS OF THE STORM DRAINAGE SYSTEM, WHEN PART OF A STREET, ARE MADE AS A PART OF THE COST OF THE STREET. IMPROVEMENTS THAT ARE NOT A PART OF A STREET ARE MADE BY THE CITY'S FURNISHING LABOR AND THE PROPERTY OWNER'S FURNISHING THE MATERIAL. THE COST OF IMPROVEMENTS TO THE MAJOR DRAINAGE FACILITIES IN THE SYSTEM IS BORNE BY THE CITY.

PROPOSALS

BASED UPON THIS STUDY, THE FOLLOWING PROPOSALS ARE MADE:

1. THAT A POLICY FOR IMPROVING AND EXTENDING THE STORM DRAINAGE SYSTEM BE MADE A PART OF THE PROPOSED SUBDIVISION REGULATIONS.
2. THAT A COMPREHENSIVE PLAN BE MADE FOR REDESIGNING AND BRINGING UP TO STANDARD THE EXISTING STORM SEWERAGE SYSTEM. SUCH A PLAN MIGHT CALL FOR IMPROVEMENTS OVER A TEN TO FIFTEEN-YEAR PERIOD.
3. THAT THE PLAN FOR RELIEVING FLOODING IN NORTHWEST KINSTON BE ADOPTED AND IMPLEMENTED. THIS PLAN CONSISTS OF FOUR PHASES:
 - (A) REDIRECTING THE DRAINAGE OF APPROXIMATELY 120 ACRES FROM PERRY DITCH - CATFISH BRANCH BACK TO ADKIN BRANCH.
 - (B) PIPING THE WORK INCLUDED IN THE FIRST PHASE.

(c) PIPING PERRY DITCH FROM ANNE DRIVE TO CATFISH BRANCH.

(d) PIPING CATFISH BRANCH FROM ITS JUNCTION WITH PERRY DITCH TO A POINT SOUTH OF ATLANTIC AVENUE.

4. THAT ADKIN BRANCH AND ITS TRIBUTARIES BE WIDENED, DEEPEMED AND CLEARED FROM WASHINGTON AVENUE UPWARDS TO ITS SOURCE.

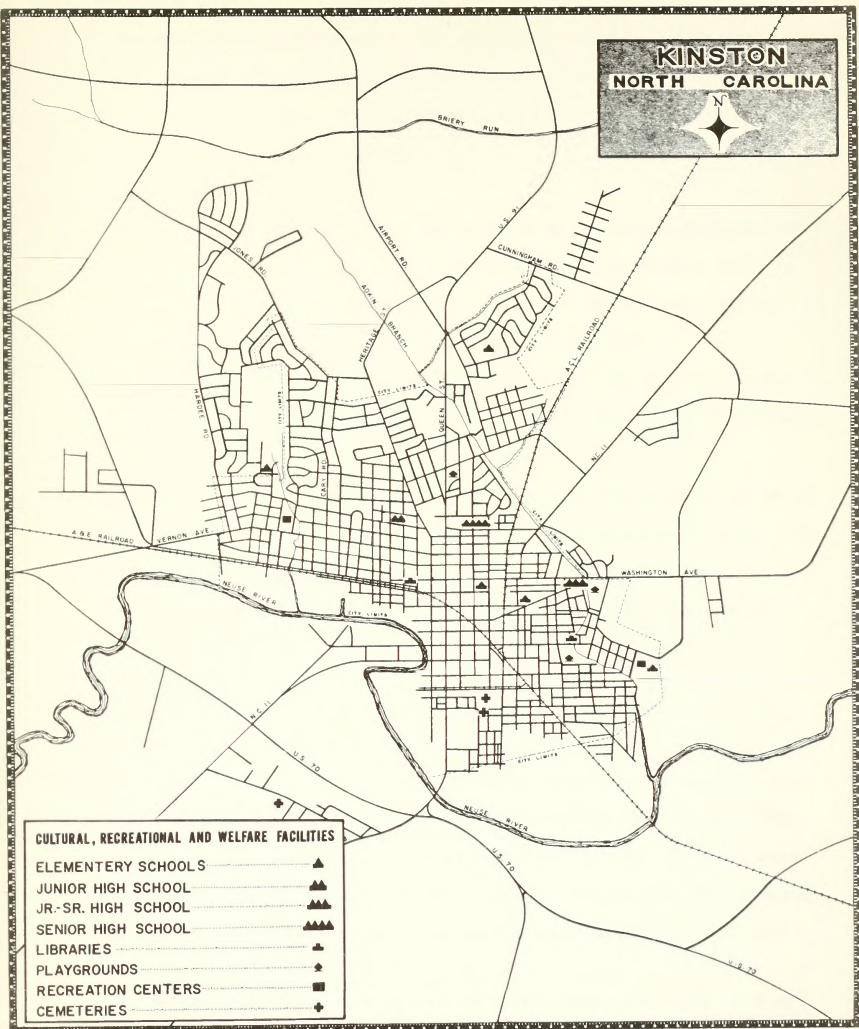
CULTURAL, RECREATIONAL AND WELFARE FACILITIES

KINSTON NORTH CAROLINA



CULTURAL, RECREATIONAL AND WELFARE FACILITIES

- | | |
|---------------------|------|
| ELEMENTARY SCHOOLS | ▲ |
| JUNIOR HIGH SCHOOL | ▲▲ |
| JR.-SR. HIGH SCHOOL | ▲▲▲ |
| SENIOR HIGH SCHOOL | ▲▲▲▲ |
| LIBRARIES | ■ |
| PLAYGROUNDS | ◆ |
| RECREATION CENTERS | ◆ |
| CEMETERIES | ◆ |



SCHOOLS

THE PUBLIC SCHOOL SYSTEM HAS A VERY DIRECT AND ESSENTIAL FUNCTION TO PERFORM FOR EVERY CHILD IN THE COMMUNITY. WHILE THE PUBLIC SCHOOLS ARE NOT DIRECTLY SUPPORTED BY MUNICIPAL TAX RETURNS, THEY ARE A MAJOR ITEM IN ANY CONSIDERATION OF COMMUNITY FACILITIES.

CONSIDERATIONS⁸

SCHOOL PLANT PLANNING INVOLVES CONSIDERATION OF THE ACCESS OF SCHOOL-AGE POPULATION TO THE SCHOOL SITE, THE SIZE OF THE SCHOOL SITE, CERTAIN PHYSICAL CHARACTERISTICS OF THE SCHOOL SITE SUCH AS TOPOGRAPHY AND DRAINAGE, AND THE RELATIONSHIP OF THE SCHOOL SITE TO THE SURROUNDING LAND USES.

IDEALLY A SCHOOL SHOULD BE NEAR THE CENTER OF BOTH THE EXISTING AND FUTURE AREA THAT IT IS TO SERVE AND, IF POSSIBLE, WITHIN NORMAL WALKING DISTANCE OF ITS PUPILS.

GENERAL STANDARDS FOR SCHOOL SITE SIZES HAVE BEEN FORMULATED BY THE NORTH CAROLINA DEPARTMENT OF PUBLIC INSTRUCTION, DIVISION OF ADVANCED PLANNING. THE RECOMMENDED SCHOOL SITE SIZES ARE:

ELEMENTARY SCHOOLS - MINIMUM SITE SIZE OF TEN ACRES FOR SCHOOLS WITH LESS THAN 400 STUDENTS, TWELVE ACRES FOR SCHOOLS WITH 400-600 STUDENTS, AND FIFTEEN ACRES FOR SCHOOLS WITH 800 STUDENTS.

SECONDARY SCHOOLS - MINIMUM SITE SIZE OF TWELVE ACRES FOR SCHOOLS WITH LESS THAN 400 STUDENTS, FOURTEEN ACRES FOR 500 STUDENTS, SIXTEEN ACRES FOR 600 STUDENTS, TWENTY ACRES FOR 800 STUDENTS, TWENTY-FOUR ACRES FOR 1,000 STUDENTS, AND TWENTY-SIX ACRES FOR 1,200 STUDENTS.

A LOCATION CHOSEN AS A SCHOOL SITE SHOULD BE REASONABLY LEVEL, BUT THERE SHOULD BE A MINIMUM SLOPE IN ORDER TO PROMOTE SURFACE DRAINAGE. IN ADDITION, THE SCHOOL SITE SHOULD BE ACCESSIBLE OVER IMPROVED ROADS, BUT THE MAJOR ROUTE OF ACCESS SHOULD NOT BE A HEAVILY TRAVELED HIGHWAY. THE SCHOOL LOCATION SHOULD NOT BE NEAR RAILROADS, INDUSTRIAL AND COMMERCIAL AREAS, NOR OTHER LAND USES

8. SCHOOL PLANNING CONSIDERATIONS ARE DRAWN LARGELY FROM THOSE DEVELOPED IN A GENERAL PLAN FOR CLINTON, PUBLISHED BY THE DIVISION OF COMMUNITY PLANNING, RALEIGH, 1961.

WHICH CREATE NOISE OR SMOKE NUISANCES. IF ACQUISITION OF SCHOOL SITES ARE MADE FAR ENOUGH IN ADVANCE, THEN THERE SHOULD BE NO GREAT DIFFICULTY IN OBTAINING LOCATIONS WITH THE AFOREMENTIONED REQUIREMENTS AT LESS THAN PREMIUM COST.

THE PHYSICAL ADEQUACY OF THE SCHOOL PLANT IS MOST OFTEN MEASURED BY DETERMINING THE NUMBER OF STUDENTS PER CLASSROOM. IT IS RECOMMENDED THAT A MINIMUM STANDARD OF 30 STUDENTS PER CLASSROOM FOR ELEMENTARY SCHOOLS AND 28 STUDENTS PER CLASSROOM FOR HIGH SCHOOLS BE MAINTAINED. THE RECOMMENDED SCHOOL POPULATION SIZES FOR ELEMENTARY AND SECONDARY SCHOOLS ARE:

ELEMENTARY SCHOOLS - MINIMUM OF 400 PUPILS AND A MAXIMUM OF 800 PUPILS.

SECONDARY SCHOOLS - MINIMUM OF 700 PUPILS AND A MAXIMUM OF 2,000 PUPILS.

EXISTING FACILITIES

THE KINSTON SCHOOL DISTRICT GENERALLY ENCOMPASSES THE CITY OF KINSTON AND THE BUILT-UP AREA THAT SURROUNDS THE CITY. THERE ARE EIGHT SCHOOLS IN THE SCHOOL DISTRICT INCLUDING THREE WHITE ELEMENTARY SCHOOLS, TWO NEGRO ELEMENTARY SCHOOLS, ONE WHITE JUNIOR HIGH SCHOOL, ONE WHITE SENIOR HIGH SCHOOL, AND ONE NEGRO JUNIOR-SENIOR HIGH SCHOOL. THESE FACILITIES ARE ANALYZED BELOW ACCORDING TO CERTAIN AFOREMENTIONED PLANNING CONSIDERATIONS.

	ENROLLMENT	YEAR CONSTRUCTED	PHYSICAL CONDITION OF MAIN STRUCTURE	SITE (c) SIZE	MINIMUM DEFICIENCY OF SITE (c)
LEWIS ELEMENTARY	525	1922	FAIR-POOR	1	11
NORTHWEST ELEMENTARY	650	1957	GOOD	10	x
TEACHERS' MEMORIAL ELEM.	696	1955	GOOD	12	x
SAMPSON ELEMENTARY (A)	1,101 (B)	1946	GOOD	5	10
BYNUM ELEMENTARY (A)	526	1958	GOOD	10	x
HARVEY JUNIOR HIGH	632	1924	POOR	3	12
GRAINGER SENIOR HIGH	951	1926	FAIR-POOR	5	17
ADKIN JR.-SR. HIGH (A)	1,010	1928	FAIR-POOR	3.5	21
	6,091				

(A) NEGRO SCHOOL

(B) ENROLLMENT LARGER THAN RECOMMENDED FOR ELEMENTARY SCHOOLS

(C) IN ACRES

FROM THIS TABLE IT CAN BE SEEN THAT ELEMENTARY SCHOOLS HAVE FEWER DEFICIENCIES THAN THE SECONDARY SCHOOL GROUP WHICH ARE ONLY FAIR TO POOR IN BUILDING CONDITION AND HAVE MAJOR DEFICIENCIES IN SITE SIZE. ELEMENTARY SCHOOL DEFICIENCIES OCCUR AT SAMPSON SCHOOL WHICH IS OVER-ENROLLED AND WHICH HAS A DEFICIENCY IN SITE SIZE AND AT LEWIS SCHOOL WHICH IS FAIR TO POOR IN CONDITION AND WHICH HAS A MAJOR DEFICIENCY IN SITE SIZE.



◦NORTHWEST ELEMENTARY SCHOOL. THIS FACILITY WAS CONSTRUCTED IN 1957. IT IS ONE OF THREE RECENTLY COMPLETED ELEMENTARY SCHOOLS.

THE FOLLOWING TABLE CONSIDERS THE PHYSICAL ADEQUACY OF EACH SCHOOL PLANT ACCORDING TO THE NUMBER OF STUDENTS PER CLASSROOM.

	<u>1961</u> <u>ENROLLMENT</u>	<u>(APPROXIMATE)</u> <u>CLASSROOMS</u>	<u>STUDENT PER</u> <u>CLASSROOM</u>
LEWIS ELEMENTARY	525	21	25.0
NORTHWEST ELEMENTARY	650	22	29.0
TEACHERS' MEMORIAL ELEMENTARY	696	21	32.6
SAMPSON ELEMENTARY	1,101	37	29.3
BYNUM ELEMENTARY	526	19	27.0
HARVEY JUNIOR HIGH	632	22	28.7
GRAINGER SENIOR HIGH	951	33	28.2
ADKIN JUNIOR-SENIOR HIGH	<u>1,010</u>	<u>36</u>	<u>30.5</u>
	6,091	221	28.3 (Avg.)

IN COMPARISON WITH AFOREMENTIONED STANDARDS, TEACHERS' MEMORIAL ELEMENTARY AND ADKIN JUNIOR-SENIOR HIGH ARE ABOVE THE RECOMMENDED LEVEL OF STUDENTS PER CLASSROOM. HOWEVER, NEITHER OF THESE SCHOOLS PRESENTS A SERIOUS PROBLEM AT THE MOMENT. AS A WHOLE, THE KINSTON PUBLIC SCHOOL SYSTEM COMPARES FAVORABLY IN THIS RESPECT.

PROPOSALS

IN ORDER TO DEVELOP PLANS FOR FUTURE SCHOOLS IN THE KINSTON PLANNING AREA, ESTIMATES OF THE NEED OF SCHOOLS AT THE END OF THE PLANNING PERIOD ARE NECESSARY. FUTURE SCHOOL NEEDS MUST NATURALLY BE BASED UPON THE POTENTIAL 1980 SCHOOL ENROLLMENT.

TO ESTIMATE THE 1980 SCHOOL ENROLLMENT IT WAS ASSUMED THAT THE PRESENT RATIO OF STUDENTS PER 100 POPULATION IN THE AREA WOULD CONTINUE. HOWEVER, THE PROPORTION OF WHITES AND NEGROES IN THE POPULATION IS EXPECTED TO ADJUST ITSELF FROM THE PRESENT 60% WHITE - 40% NEGRO RATIO TO 63% WHITE - 37% NEGRO. THIS ADJUSTMENT IS EXPECTED TO TAKE PLACE AS THE RATIO OF WHITES AND NEGROES IN THE PLANNING AREA POPULATION CONTINUES TO APPROACH THE STATE RATIO OF 67% WHITE - 33% NEGRO.

THE 1961 RATIOS OF STUDENTS PER 100 POPULATION ARE SHOWN BELOW. THE 1961 NON-INSTITUTIONAL POPULATION OF THE AREA IS ESTIMATED TO BE 27,560 - 11,024 NEGRO AND 16,536 WHITE.

	<u>STUDENTS PER 100 POPULATION</u>	
	<u>WHITE</u>	<u>NEGRO</u>
ELEMENTARY	11.3	14.8
JUNIOR HIGH	3.8	3.7
SENIOR HIGH	5.6	5.5

IT IS ESTIMATED THAT THE 1980 PLANNING AREA POPULATION WILL BE 40,350 - 14,940 NEGRO AND 25,410 WHITE. BY APPLYING THE PRESENT RATIOS OF STUDENTS PER 100 POPULATION TO THE ESTIMATED 1980 POPULATION, THE 1980 SCHOOL ENROLLMENT IS ESTIMATED TO BE:

1980 ENROLLMENT

	<u>WHITE</u>	<u>NEGRO</u>	<u>TOTAL</u>
ELEMENTARY	2,871	2,211	5,082
JUNIOR HIGH	966	553	1,519
SENIOR HIGH	<u>1,423</u>	<u>837</u>	<u>2,260</u>
	5,260	3,601	8,861

THE 1980 ENROLLMENT WILL RESULT IN THE FOLLOWING INCREASES FROM 1961:

	<u>INCREASES</u>		
	<u>WHITE</u>	<u>NEGRO</u>	<u>TOTAL</u>
ELEMENTARY	1,000	584	1,584
JUNIOR HIGH	334	145	479
SENIOR HIGH	<u>472</u>	<u>235</u>	<u>707</u>
	1,806	964	2,770

IN ORDER TO MAINTAIN A MINIMUM STANDARD OF 30 STUDENTS PER CLASSROOM FOR ELEMENTARY SCHOOLS AND 28 STUDENTS PER CLASSROOM FOR SECONDARY SCHOOLS, APPROXIMATELY 95 ADDITIONAL CLASSROOMS WILL BE NEEDED BY 1980. IF HARVEY JUNIOR HIGH IS ABANDONED DURING THE PLANNING PERIOD, THE AMOUNT OF NEW CLASSROOMS NEEDED WILL INCREASE TO 117. ACCORDING TO THE EXPECTED INCREASES, THE 117 ADDITIONAL CLASSROOMS SHOULD BE ALLOCATED IN THE FOLLOWING MANNER:

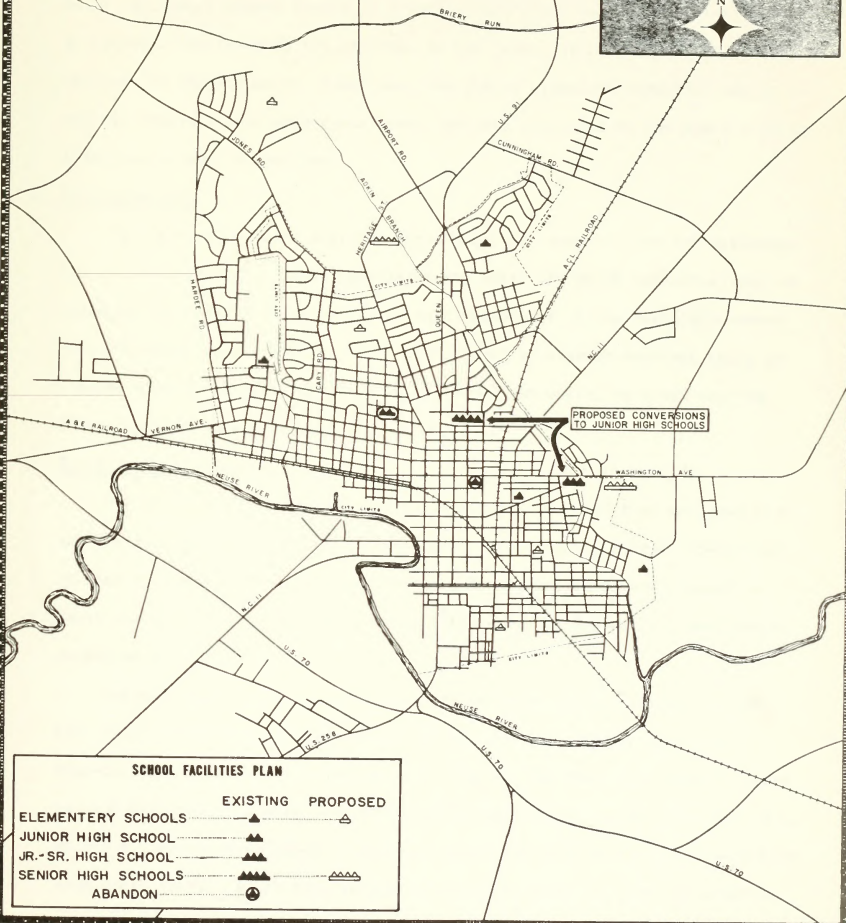
	<u>CLASSROOM ALLOCATIONS</u>		
	<u>EXISTING</u>	<u>1980</u>	<u>ADDITIONS NEEDED</u>
WHITE ELEMENTARY	64	96	32
NEGRO ELEMENTARY	56	74	18
WHITE JUNIOR HIGH	NONE (A)	35	35
NEGRO JUNIOR HIGH	14	20	6
WHITE SENIOR HIGH	33	51	18
NEGRO SENIOR HIGH	<u>22</u>	<u>30</u>	<u>8</u>
	189	306	117

(A) ASSUMES THE ABANDONMENT OF HARVEY JUNIOR HIGH DURING THE PLANNING PERIOD.

BASED UPON THE SCHOOL PLANNING CONSIDERATIONS DISCUSSED EARLIER, THE ANALYSIS OF EXISTING SCHOOLS, AND THE ESTIMATE OF FUTURE SCHOOL ENROLLMENTS AND NEEDS, THE FOLLOWING RECOMMENDATIONS ARE PRESENTED:

1. THAT A NEW NEGRO SENIOR HIGH SCHOOL BE CONSTRUCTED ON THE 15 ACRE SITE NOW OWNED BY THE SCHOOL BOARD LOCATED NORTH OF CEDAR LANE AND EAST OF ROCHELLE BOULEVARD. THE RECOMMENDED SCHOOL IS PRESENTLY IN THE DESIGN STAGE AND BIDS FOR CONSTRUCTION ARE TO BE TAKEN SOON. THIS PLANT IS DESIGNED FOR 750 STUDENTS WITH APPROXIMATELY 24 CLASSROOMS. DURING THE PLANNING PERIOD, IT IS ESTIMATED THAT THIS PLANT WILL HAVE TO ADD SIX CLASSROOMS IN ORDER TO MAINTAIN THE STANDARD OF 28 STUDENTS PER CLASSROOM.
2. THAT IN ORDER TO ACCOMODATE THE EXPECTED NEGRO JUNIOR HIGH SCHOOL ENROLLMENT OF 553 STUDENTS BY 1980, THE PRESENT ADKIN HIGH SCHOOL PLANT SHOULD REMAIN AS A JUNIOR HIGH SCHOOL. ALSO, TO FURTHER ALLEVIATE THE PROBLEM OF EXCESSIVE ENROLLMENT AT SAMPSON ELEMENTARY SCHOOL, THE SIXTH GRADE COULD BE TRANSFERRED TO THE ADKIN FACILITY.
3. THAT TWO WHITE ELEMENTARY SCHOOLS BE CONSTRUCTED. ONE OF THESE SHOULD BE IN THE RAPIDLY GROWING AREA NEAR WESTHAVEN NORTH OF CLUB PINES; WHILE THE SECOND SHOULD BE LOCATED AS NEAR THE PRESENT SITE OF HARVEY JUNIOR HIGH AS POSSIBLE. THESE SCHOOLS SHOULD BE LOCATED AT LEAST A MILE APART AND AT LEAST A MILE FROM THE EXISTING NORTHWEST ELEMENTARY SCHOOL. EACH OF THESE SCHOOLS SHOULD HAVE A MINIMUM SITE SIZE OF 12 ACRES.
4. THAT A NEGRO ELEMENTARY SCHOOL BE BUILT IN THE "LINCOLN CITY" AREA. SUCH A SCHOOL COULD ALSO SERVE TO ABSORB SOME OF THE EXCESS ENROLLMENT AT SAMPSON ELEMENTARY. THIS SCHOOL SHOULD HAVE A MINIMUM SITE SIZE OF 12 ACRES.
5. THAT LEWIS ELEMENTARY SCHOOL BE RELOCATED NEARER THE CENTER OF THE WHITE POPULATION AREA OF SOUTHEAST KINSTON. BECAUSE OF INVASION BY COMMERCIAL AND INDUSTRIAL LAND USES AND THE MIGRATION FROM THE NEIGHBORHOOD OF THE SCHOOL SERVICE AREA POPULATION, LEWIS SCHOOL IS NOT IN THE CENTER OF NOR READILY ACCESSIBLE TO THE POPULATION IT SERVES. IF PRESENT TRENDS CONTINUE, THE PRESENT LEWIS SCHOOL SITE WILL BE SURROUNDED BY COMMERCIAL AND INDUSTRIAL ESTABLISHMENTS. THE NEW SITE COULD POSSIBLY BE OBTAINED THROUGH URBAN RENEWAL AND SHOULD BE AT LEAST 10 ACRES.
6. THAT A NEW WHITE SENIOR HIGH SCHOOL BE CONSTRUCTED ON THE 18 ACRE SITE NOW OWNED BY THE SCHOOL BOARD AND LOCATED NORTH OF CENTER BOULEVARD AND EAST OF HERITAGE STREET. UPON COMPLETION OF THIS PLANT, HARVEY JUNIOR HIGH SCHOOL SHOULD BE RELOCATED ON THE GRAINGER HIGH SCHOOL SITE.

KINSTON NORTH CAROLINA



SCHOOL FACILITIES PLAN

EXISTING PROPOSED

- ELEMENTARY SCHOOLS —▲—▲
- JUNIOR HIGH SCHOOL —▲▲—▲▲
- JR.-SR. HIGH SCHOOL —▲▲▲—▲▲▲
- SENIOR HIGH SCHOOLS —▲▲▲—▲▲▲
- ABANDON —●—●

LIBRARIES

THE CHARACTER AND EXTENT OF PUBLIC LIBRARY SERVICE IS ONE OF THE MOST FREQUENTLY USED INDICATORS OF THE LEVEL OF CULTURAL ATTAINMENT IN A COMMUNITY. WHILE THE PUBLIC SCHOOL SYSTEM IS A MUCH LARGER AND A MORE COMPLEX INSTITUTION OF CULTURAL DEVELOPMENT, ITS SERVICE, BY AND LARGE, IS LIMITED TO THE GROWING CHILDREN OF THE COMMUNITY; THEREFORE, THE PUBLIC LIBRARIES REPRESENT ONE OF THE FEW PUBLICLY SUPPORTED EDUCATIONAL SERVICES AVAILABLE TO THE ADULT CITIZEN AFTER HIGH SCHOOL GRADUATION.

CONSIDERATIONS

THE LEVEL OF LIBRARY SERVICES DESIRED BY THE COMMUNITY AND THE RESOURCES AND ABILITIES OF THE LIBRARY COMMISSION AND STAFF ARE MAJOR CONSIDERATIONS IN PLANNING FOR LIBRARY FACILITIES. IN THIS REGARD, IT IS THE EXPRESSED INTENT OF THE LIBRARY COMMISSION AND STAFF TO FURNISH THE HIGHEST POSSIBLE LEVEL OF LIBRARY SERVICE FOR EVERY AREA IN WHICH A NEED AND DESIRE IS SHOWN AND FOR WHICH RESOURCES ARE AVAILABLE.

EXISTING FACILITIES

THE KINSTON PUBLIC LIBRARY SYSTEM IS DIRECTLY SUPPORTED BY MATCHING CITY AND COUNTY FUNDS SUPPLEMENTED BY STATE AID. OCCASIONALLY FEDERAL ASSISTANCE IS USED IN SUPPORT OF THE LIBRARY SYSTEM. THE OPERATION OF THE LIBRARY IS COUNTY-WIDE AND IS DIRECTED BY A COMMISSION APPOINTED BY THE CITY AND COUNTY GOVERNING BODIES.

PRESENT LIBRARY FACILITIES CONSIST OF THE MAIN BRANCH LIBRARY AND THE EAST BRANCH LIBRARY IN KINSTON, BRANCHES IN LaGRANGE AND PINK HILL, AND A BOOKMOBILE WHICH OPERATES THROUGHOUT THE COUNTY. THE PINK HILL BRANCH LIBRARY AND THE EAST BRANCH LIBRARY ARE RECENT ADDITIONS TO THE SYSTEM. THE PINK HILL BRANCH WAS ESTABLISHED UNDER FEDERAL AID WHILE THE EAST BRANCH WAS CONSTRUCTED FROM LOCAL FUNDS. SINCE THIS REPORT IS CONCERNED DIRECTLY WITH THE KINSTON PLANNING AREA, ONLY THE MAIN BRANCH LIBRARY, EAST BRANCH LIBRARY AND BOOKMOBILE WILL BE DISCUSSED.

THE MAIN BRANCH LIBRARY MOVED TO ITS PRESENT LOCATION AT ATLANTIC AVENUE AND MITCHELL STREET IN 1957. THIS FACILITY, PURCHASED AND RENOVATED BY THE COMMISSION, CONSISTS OF A CONVERTED FRAME DWELLING LOCATED ON A FOUR-FIFTHS' ACRE SITE. THIS SITE WAS PURCHASED WITH THE INTENT THAT IT BE USED AS THE SITE OF A NEW MAIN BRANCH TO BE CONSTRUCTED IN THE FUTURE.

THE MAIN BRANCH EMPLOYS FIVE FULL-TIME AND FOUR PART-TIME WORKERS AND EXTENDS ITS SERVICE THROUGHOUT THE PLANNING AREA EXCEPT IN THE PORTIONS SERVED BY THE EAST BRANCH AND THE BOOKMOBILE. DURING THE FISCAL YEAR 1960-1961, THE MAIN BRANCH ADDED 8,697 VOLUMES FOR A TOTAL OF 62,084 AND CIRCULATED 118,111 VOLUMES.

ALTHOUGH THE MAIN BRANCH HAS A LARGE CIRCULATION, IT IS ACCOMPLISHED IN A FACILITY WHICH IS DEFICIENT IN DISPLAY AND STORAGE SPACE AND WHICH HAS ONLY A MINIMUM OF ROOM FOR THE CIRCULATION OF PATRONS THROUGH THE STACKS. ALSO, THERE IS VERY LIMITED ROOM FOR LEISURE READING OR FOR LIBRARY RESEARCH WORK. IN ADDITION, BOOKS AND MANUSCRIPTS WHICH REPRESENT A CONSIDERABLE INVESTMENT, AND WHICH IN SOME CASES ARE IRREPLACEABLE, ARE HOUSED IN A BUILDING WHICH IS NOT FIRE PROOF.

THE EAST BRANCH LIBRARY IS LOCATED IN A MODERN NEW BUILDING AT MILLER STREET AND EAST CASWELL STREET. THIS FACILITY EMPLOYS TWO PERSONS FULL TIME AND DURING THE FISCAL YEAR 1960-1961 OWNED 6,796 VOLUMES, ADDED 995 AND CIRCULATED 13,381. THE AREA SERVED BY THE EAST BRANCH APPROXIMATES THE SOUTHEAST SECTION OF KINSTON EXCEPTING SIMON BRIGHT APARTMENTS.

THE BOOKMOBILE EMPLOYS TWO PERSONS FULL TIME AND DRAWS UPON THE VOLUMES OWNED BY THE MAIN BRANCH LIBRARY. DURING THE PAST FISCAL YEAR THE BOOKMOBILE, WHICH HAS A CAPACITY OF 15,000 VOLUMES, CIRCULATED 184,014 VOLUMES THROUGHOUT THE COUNTY. THE ROUTE OF THE BOOKMOBILE HAS OVER 250 STOPS AND IS COMPLETED ONCE IN 28 DAYS. STOPS MADE IN AND NEAR THE PLANNING AREA INCLUDE GREENMEAD, SIMON BRIGHT APARTMENTS, RIVERMONT, CASWELL TRAINING SCHOOL, ROCHELLE CORNERS, NORTHVIEW, MOUNT VERNON PARK, TOWER HILL ROAD AND JONES ROAD.



◦EAST BRANCH PUBLIC LIBRARY. THIS FACILITY WAS DEDICATED IN 1961.

IN ORDER TO SHOW THE EXTENT OF THE KINSTON PUBLIC LIBRARY SERVICE, A COMPARISON IS MADE WITH SOME ADJACENT AND NEIGHBORING COUNTIES OF SIMILAR SIZE. STATISTICS REFER TO THE 1959-1960 FISCAL YEAR.

COMPARISON 9

	<u>POPULATION</u>	<u>OWNED</u>	<u>ADDED</u>	<u>CIRCULATED</u>	<u>PER CAPITA CIRCULATION</u>	<u>PER VOLUME CIRCULATION</u>
PITT	69,511	80,650	7,010	249,513	3.6	3.1
WILSON	57,531	59,896	4,745	240,684	4.2	4.0
WAYNE	81,623	30,972	1,419	143,257	1.8	4.6
LENOIR	55,272	60,196	6,178	305,663	5.5	5.1

FROM THIS COMPARISON IT CAN BE SEEN THAT ALTHOUGH LENOIR COUNTY HAS THE SMALLEST POPULATION, IT IS SECOND IN VOLUMES OWNED, SECOND IN VOLUMES ADDED, FIRST IN VOLUMES CIRCULATED, AND FIRST IN PER CAPITA AND PER VOLUME CIRCULATION AMONG THESE COUNTIES. BASED UPON THIS COMPARISON, IT CAN BE SAID THAT

9. STATISTICS OF NORTH CAROLINA, PUBLIC LIBRARIES, UNIVERSITY AND COLLEGE LIBRARIES, SPECIAL LIBRARIES, JULY 1, 1959 - JUNE 30, 1960, COMPILED BY NORTH CAROLINA STATE LIBRARY, RALEIGH, NORTH CAROLINA, 1960.

THE KINSTON PUBLIC LIBRARY OFFERS AN EXCELLENT LIBRARY SERVICE TO THE KINSTON PLANNING AREA.

PROPOSALS

DURING THE PLANNING PERIOD SEVERAL IMPROVEMENTS WILL BE NECESSARY TO MAINTAIN AND IMPROVE THE PRESENT EXCELLENT LEVEL OF LIBRARY SERVICE. THESE PROPOSALS ARE ARRANGED IN SUGGESTED PRIORITIES.

1. NEW MAIN BRANCH FACILITY. THE MOST URGENT NEED IN THE KINSTON LIBRARY SYSTEM IS TO REPLACE THE FRAME BUILDING NOW IN USE WITH A NEW FACILITY DESIGNED TO SERVE AS THE MAIN BRANCH. THIS FACILITY SHOULD BE BUILT ON THE PRESENT SITE WHICH WAS PURCHASED FOR THAT PURPOSE.
2. SECOND BOOKMOBILE. SECOND PRIORITY SHOULD BE GIVEN THE PURCHASE OF A SECOND BOOKMOBILE TO SERVE THE INCREASINGLY LARGE AMOUNT OF PEOPLE WHO ARE LIVING FURTHER AWAY FROM THE TWO STATIONARY BRANCHES. THIS BOOKMOBILE WOULD SERVE TO EASE THE LOAD OF THE PRESENT BOOKMOBILE.
3. DOWNTOWN BRANCH. THE CENTRAL BUSINESS DISTRICT IS THE PLACE IN THE PLANNING AREA WHERE THE GREATEST NUMBER OF PEOPLE CONGREGATE AND WHERE THE LARGEST VOLUME OF BUSINESS TRANSACTIONS ARE MADE. THIRD PRIORITY SHOULD BE GIVEN THE LOCATION OF A BRANCH LIBRARY IN THE CBD. SUCH A BRANCH SHOULD BE ORIENTED BOTH TO THE LIKES OF THE BUSINESSMAN AND THE SHOPPER. THE IDEAL LOCATION FOR A DOWNTOWN BRANCH WOULD BE IN THE CENTER OF PEAK PEDESTRIAN AND BUSINESS ACTIVITY. THE ACQUISITION, LEASING OR RENTING OF THE DOWNTOWN POST OFFICE WHEN VACATED WOULD WELL SERVE THIS PURPOSE.

PARKS AND RECREATION

ALTHOUGH GOVERNMENTS' CONCERN FOR PARKS AND RECREATION FACILITIES IS RELATIVELY NEW, IT HAS BEEN RECOGNIZED THAT RECREATION IS NECESSARY FOR PHYSICAL AND MENTAL HEALTH FOR ALL RESIDENTS. IN ADDITION TO HAVING PARKS AND RECREATION AREAS FOR ACTIVITY PROGRAMS, THEY SERVE AS BREATHING SPACES IN THE CITY THAT HELP TO REDUCE CONGESTION AND IMPROVE COMMUNITY APPEARANCE.

CONSIDERATIONS

IN PLANNING FOR PARKS AND RECREATION SPACE, MAJOR CONSIDERATION IS GIVEN TO THE WIDELY RECOGNIZED MINIMUM STANDARD OF ONE ACRE OF PARK AND RECREATION SPACE FOR EACH 100 POPULATION. ALSO, CONSIDERATION IS GIVEN TO THE BELIEF THAT WITHIN THE TOTAL PARK AND RECREATION SYSTEM IN KINSTON, FACILITIES FOR BOTH ACTIVE AND PASSIVE RECREATION SHOULD BE FURNISHED IN ORDER TO PROVIDE A BALANCED PROGRAM.

THE TOTAL MINIMUM STANDARD FOR PARKS AND RECREATION SPACE IS MADE UP OF VARIOUS COMPONENTS. MAJOR TYPES AMONG THESE ARE:

<u>TYPE</u>	<u>STANDARD</u>	<u>UNIT SIZE</u>
TOT LOTS OR LOCAL PARKS	10,000 sq. ft. / 2,000 POP.	10,000 sq. ft.
PLAYGROUNDS	1 ACRE / 800 POP.	3 - 6 ACRES
RECREATION CENTERS	1 ACRE / 800 POP.	15 - 20 ACRES
NATURAL PARK	1 PARK / SMALL CITY	100 ACRES

ALTHOUGH THERE ARE NO STANDARDIZED DEFINITIONS FOR THESE FACILITIES, THE FOLLOWING DEFINITIONS ARE USED FOR LOCAL PLANNING PURPOSES.

TOT LOTS - THESE AREAS ARE DESIGNED PRIMARILY FOR CHILDREN OF PRE-SCHOOL AGE AND DEPEND UPON PARENTS FOR SUPERVISION. IT IS RECOMMENDED THAT PLAYLOTS BE LOCATED WITHIN ONE-FOURTH OF A MILE, AND THEREFORE WITHIN WALKING DISTANCE, OF THE HOMES THAT THEY SERVE. SMALL PLAY EQUIPMENT AND SAND BOXES SHOULD BE PROVIDED AS WELL AS SHADE AREAS AND BENCHES FOR ADULTS. TOT LOTS SHOULD BE SO DESIGNED AS TO DISCOURAGE USE BY OLDER CHILDREN WHO PARTICIPATE IN SUCH ACTIVE GAMES AS BASEBALL.

LOCAL PARKS - THESE AREAS ARE QUIET PARKS DESIGNED FOR THE PASSIVE RECREATION OF THE OLDER GENERATIONS. LOCAL PARKS SHOULD SUPPLANT TOT LOTS IN AREAS OF OLDER POPULATIONS.

PLAYGROUNDS - THESE AREAS ARE DESIGNED TO PROVIDE A SIMPLE VARIETY OF INDOOR AND OUTDOOR ACTIVITIES FOR THE DAILY LEISURE OF THE ENTIRE FAMILY. ALTHOUGH FIRST ATTENTION SHOULD BE GIVEN TO CHILDREN, THE SELECTION OF ACTIVITIES SHOULD INCLUDE FACILITIES FOR BOTH CHILDREN AND ADULTS. IT IS DESIRABLE TO HAVE A PLAYGROUND WITHIN THREE-EIGHTS' TO ONE-HALF MILE OF EVERY HOME. THE PLAYGROUND SHOULD HAVE AT LEAST PART-TIME SUPERVISION. IT SHOULD HAVE A SMALL COMMUNITY BUILDING AND IT MAY HAVE A SWIMMING POOL.

RECREATION CENTERS - EACH RECREATION CENTER SHOULD BE DESIGNED AS THE FOCAL POINT OF THE RECREATION PROGRAMS OF SEVERAL NEIGHBORHOODS. IT SHOULD HAVE A COMMUNITY RECREATION BUILDING WITH A GYMNASIUM AS WELL AS LIGHTED SPORTSFIELDS, SWIMMING POOL, LIGHTED TENNIS COURTS, PICNIC AREAS, AND SIMILAR CONCENTRATED RECREATIONAL USES.

NATURAL PARK - IDEALLY A LARGE PARK TO SERVE THE REGION SHOULD BE LOCATED TO PRESERVE SCENIC BEAUTY AND TO PROVIDE A PLEASANT ENVIRONMENT IN WHICH INDIVIDUALS MAY ENGAGE IN A VARIETY OF RECREATIONAL ACTIVITIES. IT SHOULD BE DESIGNED AND DEVELOPED FOR THE ENJOYMENT AND DIVERSIFIED USE OF LARGE NUMBERS OF PEOPLE NOT ONLY FROM THE CITY ITSELF, BUT FROM THE ENTIRE REGION WHICH THE CITY SERVES. THE LOCATION DEPENDS UPON THE AVAILABILITY OF LAND THAT IS SUITABLE IN SIZE, TOPOGRAPHY, AND OTHER NATURAL FEATURES. THE AREA SHOULD BE READILY ACCESSIBLE TO ALL THE PEOPLE OF THE CITY-REGION. PARTS OF THE AREA SHOULD BE LEFT IN VARIOUS TYPES OF WOODLAND, OPEN MEADOW, AND STREAM WHENEVER POSSIBLE. FACILITIES SHOULD BE PROVIDED FOR NATURAL OR BOTANICAL AREAS, PICNICKING, HORSEBACK RIDING, HIKING, FIELD SPORTS, AND POSSIBLY A STADIUM OR AMPHITHEATER. PATHS FOR WALKERS SHOULD BE NUMEROUS; AND COMFORT STATIONS, SHELTERS AND PARKING FACILITIES SHOULD BE PLANNED IN CONVENIENT PLACES.

OTHER FACILITIES INCLUDED WITHIN THE TOTAL OF A PARKS AND RECREATION SYSTEM INCLUDE SCHOOLS, PUBLIC HOUSING COMMUNITY CENTERS, STADIUMS, LANDSCAPED GREENWAYS AND OTHER PARK LANDS.

EXISTING FACILITIES

FACILITIES FOR ACTIVE RECREATION PURPOSES HAVE BEEN WELL PROVIDED IN THE KINSTON AREA. TWO EXCELLENT RECREATION CENTERS HAVE RECENTLY BEEN CONSTRUCTED, AND AN ORGANIZED SPORTS AND RECREATION PROGRAM IS CENTERED AROUND AN INTENSELY USED SYSTEM OF PLAYGROUNDS. AREAS FOR PASSIVE RECREATION ARE VIRTUALLY LACKING, HOWEVER. EXCEPT FOR SMALL PASSIVE RECREATION AREAS DESIGNED INTO THE COMPLEX OF THE RECREATION CENTERS AND SOME OF THE PLAYGROUNDS, THESE AREAS ARE ABSENT FROM THE PARKS AND RECREATION SCENE IN THE KINSTON AREA.

THE FOLLOWING TABLE PRESENTS LOCAL STATISTICS RELATING TO MAJOR COMPONENTS REQUIRING CONSIDERATION IN THE TOTAL PROGRAM OF PARKS AND RECREATION. THIS TABLE SUBSTANTIATES THE FACT OF THE EXISTENCE OF AN EXCELLENT AND INTENSELY USED ACTIVE RECREATION PROGRAM AND THE LACK OF MAJOR FACILITIES FOR PASSIVE RECREATION.

EXISTING

<u>TYPE</u>	<u>ACRES</u>	<u>UNITS</u>	<u>AVERAGE DAILY ATTENDANCE - 1960</u>
TOT LOTS OR LOCAL PARKS	X	X	X
PLAYGROUNDS	15	3	700
RECREATION CENTERS	25	2	507
NATURAL PARK	X	X	X



•HOLLOWAY COMMUNITY CENTER. THIS IS ONE OF THE TWO RECENTLY CONSTRUCTED RECREATION CENTER BUILDINGS.

OTHER COMPONENTS OF THE EXISTING SYSTEM INCLUDE SEVEN ELEMENTARY SCHOOLS WITH A VARIETY OF OUTDOOR PLAY SPACE AND EQUIPMENT, TWO SECONDARY SCHOOLS WITH GYMNASIUMS, THREE PUBLIC HOUSING PLAY AREAS (TWO OF WHICH HAVE COMMUNITY BUILDINGS), AN ATHLETIC STADIUM, AND AN UNLIGHTED BALL FIELD OWNED BY A LOCAL MANUFACTURING COMPANY. THE TOTAL PARKS AND RECREATION SPACE CURRENTLY EXISTING IN

THE KINSTON PLANNING AREA IS APPROXIMATELY 100 ACRES. ACCORDING TO THE MINIMUM STANDARD FOR TOTAL PARK AND RECREATION SPACE, THE KINSTON AREA HAS A DEFICIT OF 176 ACRES. HOWEVER, BECAUSE OF THE EXCELLENCE OF THE PROGRAM AND INTENSITY OF USE OF THE EXISTING SPACE, THE DEFICIT IS NOT GREATLY FELT EXCEPT IN THE LACK OF AREAS FOR PASSIVE RECREATION.

PROPOSALS

BASED UPON THE MINIMUM STANDARD OF ONE ACRE OF PARK AND RECREATION LAND FOR EACH 100 POPULATION, APPROXIMATELY 404 ACRES WILL BE NEEDED IN THE KINSTON PLANNING AREA BY 1980. THIS WILL NECESSITATE AN INCREASE OF APPROXIMATELY 304 ACRES DURING THE PLANNING PERIOD.

INCREASES TO THE MAJOR TYPES OF FACILITIES TO BE GIVEN CONSIDERATION WITHIN THE TOTAL INCREASE REQUIREMENTS ARE AS FOLLOWS:

	<u>TOTAL NEEDED BY 1980</u>		<u>EXISTING 1960</u>		<u>INCREASES NEEDED BY 1980</u>	
	<u>ACRES</u>	<u>UNITS</u>	<u>ACRES</u>	<u>UNITS</u>	<u>ACRES</u>	<u>UNITS</u>
TOT LOTS OR LOCAL PARKS	5	21	x	x	5	21
PLAYGROUNDS	51	9	15	3	36	6
RECREATION CENTERS	51	4	25	2	26	2
NATURAL PARK	100	1	x	x	100	1

THESE FACILITIES WILL TAKE UP 167 ACRES OF THE 304 TOTAL ACRES OF PARKS AND RECREATION LAND NEEDED TO BE ADDED DURING THE PLANNING PERIOD. THESE FACILITIES SHOULD BE LOCATED AS FOLLOWS:

TOT LOTS OR LOCAL PARKS - THESE AREAS SHOULD BE DISTRIBUTED THROUGHOUT THE CITY'S RESIDENTIAL NEIGHBORHOODS. THE TYPE OF FACILITY WOULD DEPEND UPON THE CHARACTERISTICS OF THE POPULATION IN THE INDIVIDUAL NEIGHBORHOOD.

PLAYGROUNDS - PLAYGROUNDS SHOULD NOT ONLY BE PLACED TO SERVE THE ANTICIPATED POPULATION IN NEW GROWTH AREAS BUT ALSO TO SERVE AREAS IN THE BUILT-UP PARTS OF THE CITY WHICH ARE NOT NOW ADEQUATELY SERVED BY A RECREATION FACILITY. PLAYGROUNDS SHOULD BE LOCATED IN:

1. THE GENERAL VICINITY OF HARDEE HEIGHTS AND SEDGEFIELD FOREST WEST OF THE CITY.
2. THE CARVER COURT - RICHARD GREEN HOMES AREA. THE PROPOSED KING STREET REDEVELOPMENT PROJECT COULD PROVIDE THE LAND FOR A PLAYGROUND IN THIS AREA.

3. THE AREA BETWEEN GREENMEAD AND LAWRENCE HEIGHTS IN THE NORTHEAST SECTION OF THE CITY.
4. IN THE CENTER OF THE WHITE POPULATION AREA IN SOUTHEAST KINSTON. THIS WOULD NOT BE AN ADDITION TO THE TOTAL PLAYGROUNDS BUT WOULD INVOLVE THE ABANDONMENT AND RELOCATION OF LOVIT HINES PLAYGROUND. THE NEW LOCATION COULD POSSIBLY BE OBTAINED THROUGH URBAN RENEWAL.
5. THE GLEN RAVEN MILLS AREA. THIS PLAYGROUND COULD BE REALIZED BY THE PURCHASE AND DEVELOPMENT OF THE BALLFIELD NOW OWNED BY THE MILL.
6. THE CENTRAL PART OF THE PLANNING AREA NORTH OF THE CITY LIMITS.
7. THE GENERAL VICINITY OF NORTHVIEW EAST OF N. C. HIGHWAY 11.

RECREATION CENTERS - THE PRESENT BUILT-UP AREA OF THE CITY IS WELL SERVED BY ITS EXISTING RECREATION CENTERS; THEREFORE, THE TWO PROPOSED NEW CENTERS SHOULD BE LOCATED IN THE NORTHEAST AND NORTHWEST, AREAS OF ANTICIPATED RAPID RESIDENTIAL EXPANSION. ONE CENTER SHOULD BE LOCATED IN THE AREA NORTH OF JONES ROAD AND WEST OF THE AIRPORT ROAD WHILE THE OTHER SHOULD BE EAST OF U. S. HIGHWAY 91 AND NORTH OF CUNNINGHAM ROAD.

NATURAL PARK - TWO MAJOR PHYSICAL REQUIREMENTS IN THE SELECTION OF A SITE FOR THIS FACILITY ARE THAT IT POSSESS CERTAIN DESIRED SIZE AND TOPOGRAPHIC FEATURES AND THAT IT BE EASILY ACCESSIBLE TO THE CITY-REGION POPULATION. ANOTHER MAJOR ELEMENT OF CONSIDERATION IS THE COST OF ACQUISITION AND DEVELOPMENT OF THE FACILITY. ONE POSSIBILITY IS THE PURCHASE AND DEVELOPMENT OF A LARGE FARM THAT POSSESSES THE MAJOR PHYSICAL REQUIREMENTS AND WHICH HAS OR LENDS ITSELF TO THE DEVELOPMENT OF A LARGE LAKE FOR WATER RECREATION. ANOTHER POSSIBILITY IS THE PURCHASE AND DEVELOPMENT OF LAND ALONG THE NEUSE RIVER. ALTHOUGH THE ORIGINAL PURCHASE OF THE RIVERSIDE LAND WOULD PROBABLY BE LESS THAN A FARM, THE HIGH COST OF DEVELOPING THE USUALLY SWAMPY RIVERSIDE LAND AND THE UNDESIRABLE QUALITY OF THE RIVER WATER WOULD PROBABLY MAKE THE FARM A MORE FAVORABLE SELECTION.

FACILITIES WHICH FORM PART OF THE TOTAL PARKS AND RECREATION SYSTEM THAT HAVE BEEN PROPOSED IN OTHER SECTIONS OF THIS REPORT TOTAL 78 ACRES AND ARE AS FOLLOWS:

THREE ELEMENTARY SCHOOLS - THESE INCLUDE 12 ACRES EACH AND ONE PROPOSED FOR THE "LINCOLN CITY" AREA, THE VICINITY OF WESTHAVEN NORTH OF JONES ROAD, AND THE CENTER OF THE PRESENT BUILT-UP AREA OF NORTHWEST KINSTON.

LEWIS ELEMENTARY SCHOOL - THIS PROPOSAL RECOMMENDS THE RELOCATION OF LEWIS ELEMENTARY SCHOOL ON A 10 ACRE SITE NEARER THE CENTER OF ITS SERVICE AREA WHICH IS COMPOSED OF THE WHITE POPULATION AREA OF SOUTHEAST KINSTON.

WHITE SENIOR HIGH SCHOOL - THIS PROPOSAL CALLS FOR THE CONSTRUCTION OF A WHITE SENIOR HIGH SCHOOL ON AN 18 ACRE SITE NOW OWNED BY THE SCHOOL BOARD LOCATED NORTH OF CENTER BOULEVARD AND EAST OF HERITAGE STREET.

NEGRO SENIOR HIGH SCHOOL - THIS PROPOSAL RECOMMENDS THE CONSTRUCTION OF A NEGRO SENIOR HIGH SCHOOL ON A 15 ACRE SITE NOW OWNED BY THE SCHOOL BOARD LOCATED NORTH OF CEDAR LANE AND EAST OF ROCHELLE BOULEVARD.

IN ORDER TO REACH THE MINIMUM STANDARD FOR PARKS AND RECREATION BY 1980, AT LEAST 59 ACRES OF ADDITIONAL SPACE WILL BE REQUIRED. THE FOLLOWING ADDITIONAL PROPOSALS WILL SATISFY THIS REQUIREMENT WHILE AT THE SAME TIME ADD DIVERSIFICATION AND BALANCE TO THE OVERALL PARK AND RECREATION SYSTEM.

COMMUNITY PARK - SCHOOL - IT IS PROPOSED THAT APPROXIMATELY 22 ACRES ALONG THE ADKIN BRANCH AND ADJACENT TO THE PROPOSED WHITE SENIOR HIGH SCHOOL SITE BE PURCHASED AND INTEGRATED INTO THE SCHOOL SITE TO FORM A COMMUNITY PARK - SCHOOL OF APPROXIMATELY 40 ACRES. THE FUNCTION OF THIS FACILITY WOULD BE TO PROVIDE FOR ALL-SEASON INDOOR AND OUTDOOR EDUCATION AND RECREATION ACTIVITIES FOR PEOPLE OF ALL AGES. IN ADDITION IT WOULD PROVIDE FOR INTERSCHOOL ACTIVITIES, SPECTATOR SPACE AND PARKING FACILITIES.

DOWNTOWN PARK - APPROXIMATELY SEVEN ACRES SHOULD BE OBTAINED TO CREATE A DOWNTOWN PARK. SUCH A FACILITY MIGHT BE IN THE FORM OF A RIVERSIDE PARK OR A TOWN COMMON OR IT MIGHT BE IN THE FORM OF A SYSTEM OF SMALL PARKS AROUND THE EDGE OF THE CBD.

GREENWAYS AND PARKWAYS - AT LEAST 30 ACRES OF GREENWAYS AND PARKWAYS SHOULD BE ESTABLISHED TO GIVE THE CITY ITS ADDITIONAL REQUIREMENTS FOR PARKS, RECREATION AND BREATHING SPACE. GREENWAYS SHOULD BE ESTABLISHED ALONG THE CATFISH BRANCH, ADKIN BRANCH, THE NEUSE RIVER AND OTHER WATER COURSES. SUCH GREENWAYS WOULD ALSO AID IN CONTROLLING DAMAGE FROM FLOODS. PARKWAYS SHOULD BE ESTABLISHED ALONG MAJOR NON-BUSINESS ROUTES AROUND THE CITY. SUCH LANDSCAPED ROUTES WOULD PROVIDE NOT ONLY THE QUICKEST AND MOST EFFICIENT BUT ALSO THE MOST PLEASANT WAY TO GET FROM ONE PLACE TO ANOTHER.

ADDENDUM: CASWELL MEMORIAL STATE PARK

CASWELL MEMORIAL PARK IS A 22 ACRE SITE LOCATED SOUTH OF U. S. HIGHWAY 70-A BETWEEN THE HIGHWAY AND THE NEUSE RIVER WEST OF THE CITY LIMITS. THIS AREA WHICH HAS NOT YET BEEN DEVELOPED IS OWNED AND TO BE OPERATED BY THE STATE AS AN HISTORIC SITE IN MEMORY OF RICHARD CASWELL, FIRST CONSTITUTIONAL GOVERNOR OF NORTH CAROLINA, WHOSE GRAVE LIES ON THE SITE.

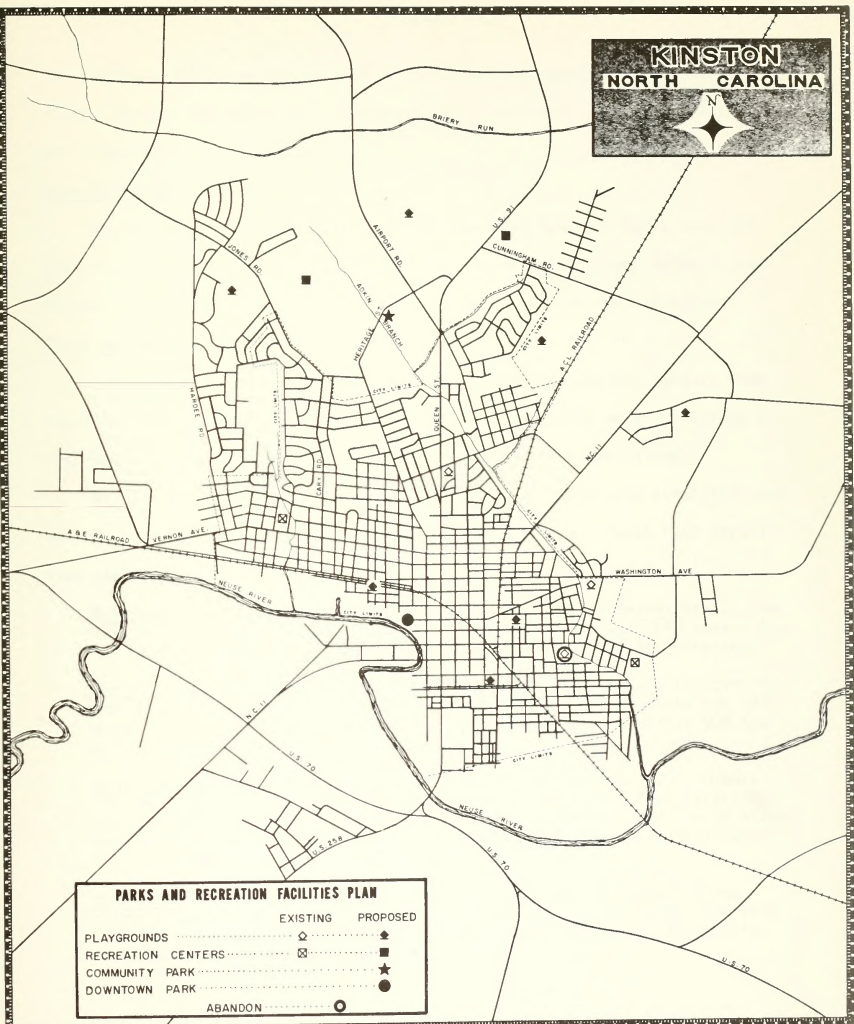
ALTHOUGH IT IS A STATE PARK, CASWELL MEMORIAL PARK WILL BE A VALUABLE ASSET TO THE TOTAL SCHEME OF PARK AND RECREATION AREAS IN THE KINSTON PLANNING AREA. THE WAY PLANS ARE SHAPING UP, THE PARK WILL PROBABLY BE A LANDSCAPED MEMORIAL PARK WITH DRIVES, WALKS, SCENIC FEATURES AND MEMORIAL FEATURES. THESE PLANS HAVE BEEN TENTATIVELY ADOPTED BY THE CASWELL MEMORIAL PARK COMMISSION.

FUNDS ARE NOW AVAILABLE FROM STATE APPROPRIATIONS TO COMPLETE A CONSIDER-
ABLE PART OF THE OVERALL LANDSCAPING AND TO ERECT A MODEST BUT APPROPRIATE
BUILDING FOR MUSEUM AND RECEPTION CENTER USE. IT IS EXPECTED THAT LANDSCAPING
ACTIVITIES WILL BEGIN IN THE NEAR FUTURE.



PARKS AND RECREATION FACILITIES PLAN

	EXISTING	PROPOSED
PLAYGROUNDS ○ ◆
RECREATION CENTERS ☒ ■
COMMUNITY PARK ☆ ★
DOWNTOWN PARK ● ●
ABANDON ○ ○



CEMETERIES

ALTHOUGH NOT A MAJOR FUNCTION OF THE LOCAL GOVERNMENT, THE PROVISION OF PLACES TO BURY THE HUMAN DEAD IS NONETHELESS A NECESSARY SERVICE FOR THE URBAN COMMUNITY.

CONSIDERATIONS

MAJOR CONSIDERATIONS IN ANALYZING AND PLANNING CEMETERY FACILITIES ARE THAT THE FACILITIES ARE WELL KEPT, ADEQUATE TO SERVE THE FUTURE NEEDS OF THE POPULATION, AND REASONABLY OBTAINABLE BY THOSE IN NEED OF THE FACILITIES.

EXISTING FACILITIES

THE CITY OF KINSTON HAS APPROXIMATELY 78 ACRES OF CEMETERY LAND IN FOUR LOCATIONS. OF THE TOTAL, APPROXIMATELY 40 ACRES ARE BEING HELD IN RESERVE AT THE PRESENT TIME. EIGHT FULL-TIME EMPLOYEES SERVICE THE FACILITIES.

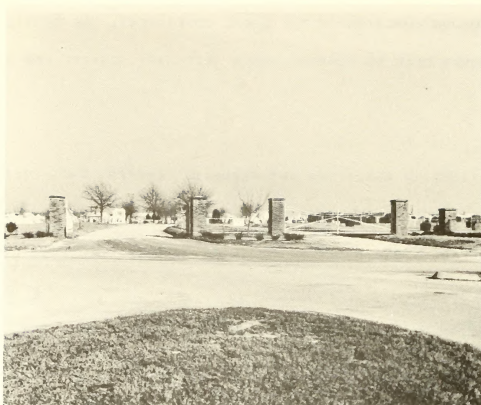
WITHIN THE FOUR CEMETERIES THERE ARE A TOTAL OF 4,068 LOTS CURRENTLY LAID OFF OF WHICH APPROXIMATELY 89% ARE SOLD AND 66% UTILIZED. THESE FOUR FACILITIES ARE DESCRIBED AS FOLLOWS:

MAPLEWOOD CEMETERY - THIS FACILITY IS LOCATED SOUTH OF BRIGHT STREET AND EAST OF QUEEN STREET, IS COMPOSED OF 13 ACRES CONTAINING 1,648 LOTS. ALL THE LOTS IN THIS FACILITY ARE SOLD AND APPROXIMATELY 75% ARE UTILIZED.

CEDAR GROVE CEMETERY - THIS CEMETERY IS LOCATED SOUTH OF AND ADJACENT TO THE MAPLEWOOD CEMETERY. CEDAR GROVE IS COMPOSED OF THREE ACRES AND 397 LOTS. ALL THE LOTS IN THIS FACILITY ARE SOLD AND APPROXIMATELY 90% ARE UTILIZED.

WESTVIEW CEMETERY - WESTVIEW CEMETERY IS LOCATED NORTH OF U. S. HIGHWAY 70 APPROXIMATELY A MILE AND A QUARTER WEST OF THE CITY. THIS FACILITY HAS A GROSS AREA OF 41 ACRES OF WHICH 21 ARE IN RESERVE. OF THE 20 ACRES SET ASIDE FOR CURRENT CEMETERY USE, 1,700 LOTS ARE PRESENTLY PLATTED. OF THESE, 80% ARE SOLD AND 50% UTILIZED.

SOUTHVIEW CEMETERY - THIS FACILITY IS LOCATED SOUTH OF ASPHALT ROAD, SOUTH OF THE NEUSE RIVER, AND CONTAINS 21 ACRES. OF THE TOTAL AREA IN THIS FACILITY, 2 ACRES ARE DEVELOPED AND CONTAIN 323 LOTS. THESE LOTS ARE 75% SOLD AND APPROXIMATELY 50% UTILIZED.



◦WESTVIEW CEMETERY.

PROPOSALS

CEMETERIES ARE WELL PROVIDED IN THE KINSTON AREA, AND IT IS ESTIMATED THAT THE FACILITIES ARE CAPABLE OF SERVING THE COMMUNITY DURING THE PLANNING PERIOD. IT WILL BE NECESSARY, HOWEVER, TO DEVELOP PARTS OF THE AREAS NOW HELD IN RESERVE. IT IS RECOMMENDED THEREFORE THAT:

1. THOSE IN CHARGE OF CEMETERY FACILITIES KEEP CLOSE ACCOUNT OF THE DEMAND FOR CEMETERY LOTS IN ORDER TO ANTICIPATE THE NEED FOR THE DEVELOPMENT OF AREAS NOW HELD IN RESERVE.

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